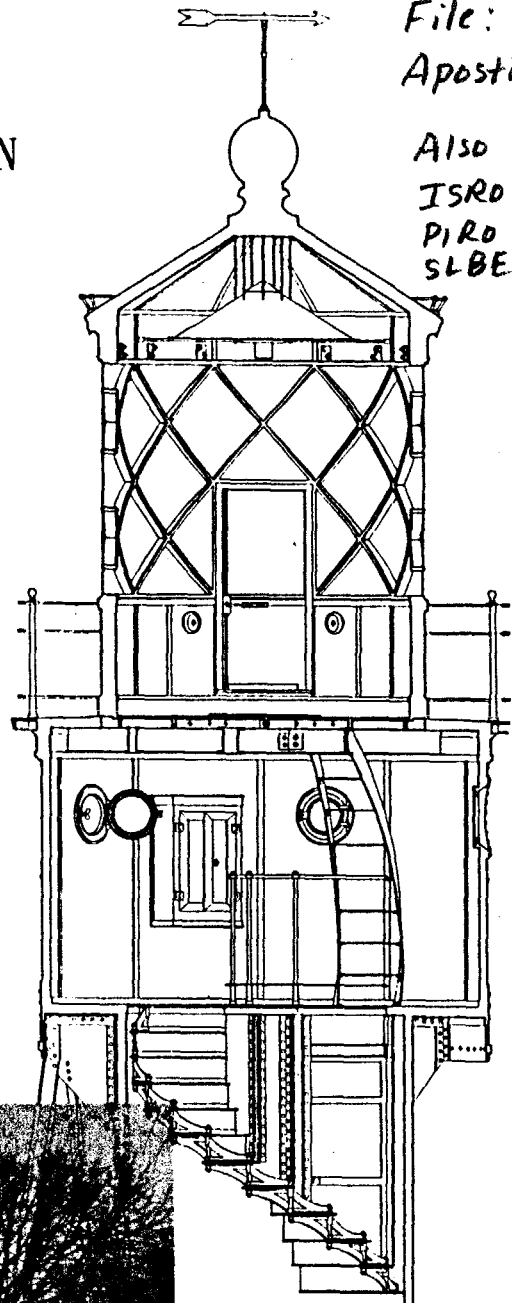
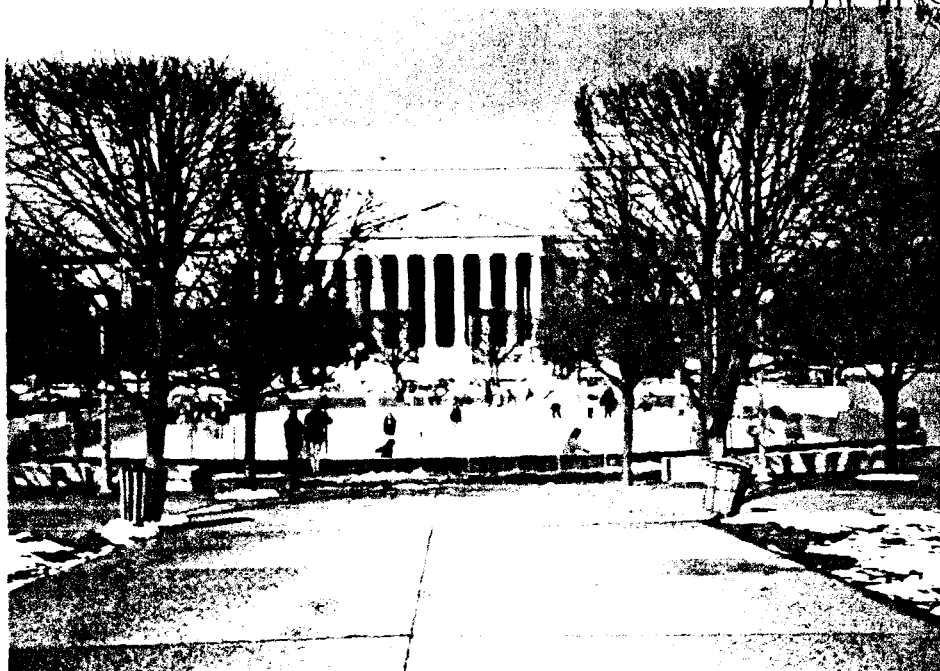


A COMPENDIUM OF WRITTEN COMMUNICATION  
OF THE LIGHT HOUSE BOARD FOR THE  
TWELVE LIGHT STATIONS OF THE  
MIDWEST REGION, NATIONAL PARK SERVICE,  
1839-1881

Compiled by David L. Snyder, Park Historian  
Apostle Islands National Lakeshore

Funded through the Horace Albright  
Employee Development Fund, 1992



D-145  
File:  
Apostle Islands

Also coded:  
ISRO  
PIRO  
SLBE

PLEASE RETURN TO:

EDUCATION INFORMATION CENTER  
10000 WISCONSIN AVENUE  
MILWAUKEE, WI 53226

B&W Scans  
2.14.2005



The cover depicts the lantern room of the Devils Island Light Station tower (H.A.B.S., 1991) and the National Archives, Washington, D.C., January, 1992. All the written communication contained herein was obtained at the National Archives.



**A COMPENDIUM OF WRITTEN COMMUNICATION OF THE LIGHT HOUSE BOARD  
FOR THE TWELVE LIGHT STATIONS OF THE MIDWEST REGION,  
NATIONAL PARK SERVICE, 1839-1881.**

**Introduction**

From December 27, 1991 through January 24, 1992 I conducted research at the National Archives in Washington, D.C. on the twelve light stations in the Great Lakes that are currently managed by the National Park Service. This document is the product of that research.

The light stations that were included are:

Apostle Islands National Lakeshore (APIS), Ashland/Bayfield Counties, WI

- Michigan Island Light Station - 1857
- La Pointe Light Station (Long Island) - 1858
- Raspberry Island Light Station - 1863
- Outer Island Light Station - 1874
- Sand Island Light Station - 1881
- Devils Island Light Station - 1891

Isle Royale National Park (ISRO), Keweenaw County, MI

- Rock Harbor Light Station - 1855
- Isle Royale Light Station (Menagerie Island) - 1875
- Passage Island Light Station - 1882
- Rock of Ages Light Station - 1908

Pictured Rocks National Lakeshore (PIRO), Alger County, MI

- Big Sable Light Station (Au Sable) - 1874

Sleeping Bear Dunes National Lakeshore (SLBE), Leelanau County, MI

- South Manitou Island Light Station - 1839

In 1980 a team comprised of Katherine Menz, T. Hewitt, Francis J. Ketterson, Jr., and John Wise produced a document titled "Historic Furnishings Survey of Great Lakes Lighthouses". In their report they mention,

Index to Correspondence received by the Lighthouse Board, 1839-1900... The correspondence to which this index relates was damaged by a fire in 1921, and few of the volumes are available for research. Each card lists the name and address of the writer, and date and subject of the letter...

For example,

... There are 91 cards relating to the South Manitou Island Lighthouse which can be copied four cards to a page (23 pages).

Each park has obtained copies of these index cards but they only hint at what the entire content of the letters are. My mission was to go to Washington to look at the letters referred to by these indices - the correspondence received by the Light House Board. To maximize my time there, I ordered and received the indices for all twelve light stations in November. Our division secretary and I entered the information into a data base by letter book number and page. One book, for instance, had letters pertaining to South Manitou Island, Passage Island, Big Sable and Sand Island Light Stations. I found my preparations enabled me to quickly identify the books that had pertinent information. A fire had consumed many of the books but over half were extant. Most of the books I examined had been through the fire and some had burn holes in the pages or singed edges. Penmanship was sometimes hard to read on handwritten documents. The burned areas are indicated in my transcriptions. Where it could be reasonably guessed what the writer was trying to say, I did so in brackets, i.e., [brackets]. Although many were restored and rebound, several books had broken bindings, and loose, crumbly pages. Because of the fragile nature of some of the documents and National Archives policy, I was unable to make photocopies. Although the documents could have been microfilmed, the expense and impracticality of that influenced me to transcribe the letters onto a lap-top computer, using WordPerfect 5.0. The letters are arranged numerically, first, by their letter book number, and second, by their page number within that letter book.

During the month I was able to thoroughly cover the years 1839 to 1881. This totaled 347 pages. Some of the letters are short, and some are lengthy. I have further broken down the sections that pertain to the four parks: Pictured Rocks has 53 pages, Sleeping Bear Dunes has 85 pages, Isle Royale has 115 pages, and Apostle Islands has 220 pages. These total more than 347 pages because many letters pertain to several light stations.

The letters address many topics such as:

- the reason why a light was built at a given location;
- providing a complete materials list for their construction, including hourly wages for the laborers;
- appointments of keepers;
- problems with erosion, and how they attempted to solve them;
- annual reports that provide detailed descriptions of the stations and problems and/or praise of the keepers who staffed them.

My intent is that this document will be used to prepare historical data sections of Historic Structure Reports for these twelve stations. The document will also be useful for interpreting the light stations to the public through guided walks, living history, books and pamphlets, and through exhibits.

### **Acknowledgements**

I am very grateful to the Horace Albright Employee Development Fund, which covered my living expenses while in Washington, and to my employer, the National Park Service (Apostle Islands National Lakeshore), who paid my salary during the research trip. Specifically I would like to thank Victoria Clarke, Program Assistant in the Employee Development Division, who processed my paperwork and cheerfully answered my questions. Jerry Banta, Superintendent, APIS, and John Krambrink, Chief Ranger, APIS, recognized the importance of the project and allowed me the time to pursue it. Several people wrote letters in support of the grant including Mark Chavez, former Regional Historical Architect, Midwest Region; Stu Croll, Chief, Visitor Services and Resources Protection, ISRO; and Ray Brende, Chief Ranger at PIRO. Marie Kaseno, former Resources Management Secretary, APIS, Lonni Peltto, Financial Assistant, APIS, and Margaret Ludwig, Superintendent's Secretary, APIS, assisted with entering the indices onto a computer database, processed all my travel authorizations, advances, and vouchers, and provided editing expertise and encouragement. At the National Archives, Angie VanDereedt, Aloha South, and Bill Sherman were extremely helpful and knowledgeable about Record Group 26. Finally, I am grateful to my wife Lora and daughter Leisl, for allowing me a three week absence during the middle of a Northern Wisconsin winter.

### **A Final Word About the Documents**

These records are part of Record Group 26, which generally apply to the records of the U.S. Coast Guard. For the time period to which these records belong, 1839 through 1881, the agency that administered the light stations was the U.S. Lighthouse Establishment (also called the U.S. Lighthouse Service), which was a part of the Department of the Treasury. The Light House Board in Washington, D.C. was the final authority on all matters pertaining to lighthouses. After 1852, the Light House Board created twelve lighthouse districts. The light stations contained in this document were all part of the Eleventh Lighthouse District, which was based in Detroit, Michigan. Although the lightkeepers, tender captains, and skilled craftsmen occupied civil servant positions, each district had an inspector and an engineer that were affiliated with the military. The Inspector was usually a Naval Commander, whereas the Engineer was an Army Major. The Inspector was responsible for the personnel aspects of the lighthouse operation, approving the selection of keepers, and seeing that the keepers performed well and that their needs were met. The Engineer was more concerned with the physical aspects of the light stations, from construction to rehabilitation. By 1874, the District Engineer in Detroit was relieved of the responsibility for the lighthouses on Lake Michigan (including South Manitou Island Light Station). A separate office was established in Milwaukee, and a second District Engineer supervised the construction and

rehabilitation of lighthouses in Lake Michigan from there. The Eleventh District Inspector in Detroit continued, however, to supervise all the light stations in Lakes Superior, Huron, and Michigan. Eventually, a separate Twelfth District was established which covered Lake Michigan, but that occurred after the time period of this report. The letters appear exactly as they were found.

This has been a very enjoyable project. I hope it will be a useful document to those who read it.

David L. Snyder  
Park Historian

September 1, 1992

Apostle Islands National Lakeshore  
Route 1, Box 4  
Bayfield, WI 54814  
(715)779-3397



## Index - Documents Related to Apostle Islands Light Stations

### Michigan Island Lighthouse

- 22-25 Lengthy letter from J.B. Smith, who was part of the contracting team (comprised of Alanson Sweet, Luzerne Ransom, and Morgan E. Shinn). This firm built Michigan Island Lighthouse (1857), the La Pointe Lighthouse (1858) on Long Island, and Rock Harbor Lighthouse (1855) on Isle Royale. In his letter he relates their error of building the La Pointe Lighthouse on Michigan Island, rather than on Long Island. After the error was discovered by the Light House Establishment, they demanded that the crews build another lighthouse on the location originally intended - Long Island. Thus the Michigan Island Lighthouse was abandoned in 1858, to be relit in 1869. Smith thinks he was treated unfairly by the government and pleads for more money.
- 27 Smith asks if any action has been taken on his request
- 28-29 Smith writes another lengthy letter complaining of unfair treatment by the government
- 62-63 \$6,000 approved to reestablish this lighthouse, which was discontinued in 1857. From Engineer's Annual Report for Fiscal Year 1868
- 65-66 Description of existing conditions. Detailed construction estimate for the expenditure of \$6,000, necessary to reestablish the lighthouse on Michigan Island
- 69 Re. the renovation of the lighthouse
- 70 Re. the location of the Michigan Island Light
- 71 A 3 1/2 order lens for Michigan Island has been shipped.
- 72 Ready for occupancy, keeper should be appointed
- 82 Roswell Pendergast nominated as keeper at Michigan - \$560/yr
- 87 Michigan Island needs 1 more barrel of oil
- 92-94 Re. the opening of the light at Michigan Island. From the Inspector's Annual Report for Fiscal Year 1869
- 95 Michigan Island needs 1 more barrel of lard oil to use in the lantern in the spring before the tender reaches them
- 96 Barrel of oil shipped
- 99 Michael Souliere nominated as assistant keeper
- 107 Nominate William Herbert to replace Roswell Pendergast as keeper of Michigan Island Light
- 108 Nominate William J. Herbert [William's son] as assistant keeper, in place of Michael Souliere
- 110 Reasons stated as to why Roswell Pendergast should be removed
- 111 Michael Souliere declined appointment to ass't keeper, Wm J. Herbert recommended
- 117-118 Station in good condition. From Engineer's Annual Report for Fiscal Year 1870

## Index - Documents Related to Apostle Islands Light Stations

### Michigan Island Lighthouse - cont'd.

- 129        Securing the reservation for lighthouse purposes on Michigan Island [14 years after the government built a lighthouse there]
- 137        Attempt to get back pay for Mrs. Pendergast, as assistant keeper
- 138        Description of condition. Keeper beautifying grounds. Michigan Island light should render La Pointe Light unnecessary. From Engineer's Annual Report for Fiscal Year 1871
- 140        Boat house and ways recommended
- 142        Station transferred from the jurisdiction of the Collector of Customs at Marquette to the Collector of Customs at Duluth
- 150        Request to pay keeper's wife, Hellen L. Pendergast, for services rendered as acting assistant keeper at Michigan Island
- 152        Station transferred to the superintendency of the Collector of Customs at Duluth
- 194        Repairs made
- 224-228    Keeper doing a good job. Larger cistern suggested. List of supplies dropped off. From Inspector's Annual Report for Fiscal Year 1875.
- 287        Description of Fresnel lens at Michigan Island
- 293        \$276.82 spent for repairs here in FY1879
- 295-296    Letter indicates that keepers at Michigan Island received no "extra" compensation in fuel and rations over and above their salary
- 298-299    Station in good repair. From the Inspector's Annual Report for Fiscal Year 1879
- 328        Miscellaneous repairs and improvements including a larger cistern

### La Pointe Lighthouse (Long Island)

- 4-5        Letter from the General Land Office, re. map of reservation on Madeline Island for lighthouse
- 6-7        The President has set aside land for lighthouse purposes on Madeline Island
- 8-9        General Land Office trying to figure out where the reservation is and what is Chequamegon Point, and mentions that the site on Madeline Island may be unsuitable
- 10        Lighthouse reservation on Madeline Island rescinded

## **Index - Documents Related to Apostle Islands Light Stations**

### **La Pointe Lighthouse (Long Island) - cont'd.**

- 22-25 Lengthy letter from J.B. Smith, who was part of the contracting team (comprised of Alanson Sweet, Luzerne Ransom, and Morgan E. Shinn). This firm built Michigan Island Lighthouse, the La Pointe Lighthouse on Long Island, and Rock Harbor Lighthouse on Isle Royale. In the letter he explains why they built the La Pointe Lighthouse on Michigan Island in error. Smith thinks he was treated unfairly by the government and pleads for more money.
- 27 Smith asks if any action has been taken on his request
- 28-29 Smith writes another lengthy letter complaining of unfair treatment by the government
- 30 David J. Cooper, Keeper at La Pointe requests an assistant keeper
- 33 \$600 in repairs to La Pointe Light suggested. From Engineers Annual Report for Fiscal Year 1863
- 34-35 Letter from David J. Cooper re. poor foundation of the La Pointe Lighthouse
- 37-41 Several letters and a detailed construction list for \$3,082.75 in improvements to the La Pointe Lighthouse
- 42 La Pointe Light needs a tool chest and curtains, all dimensions for the curtains are given
- 44 Correction to foundation repair estimate
- 46 Requesting \$5,500 for repairs to lighthouses at Buffalo, NY and La Pointe, WI
- 62-63 Attempting to correct the foundation problem. From Engineer's Annual Report for Fiscal Year 1868
- 71 Asks for a supply of ruby chimneys to change the color of La Pointe's light from white to red
- 87 La Pointe needs one more barrel of oil
- 92-94 Foundation work completed. From Inspector's Annual Report for Fiscal Year 1869
- 95 La Pointe needs 1 more barrel of lard oil to use in the lantern in the spring before the tender reaches them
- 96 Barrel of oil shipped
- 109 David J. Cooper appointed Keeper in place of John Stewart, who was removed for drunkenness
- 112 William La Pointe nominated as assistant keeper in place of Samuel Bennett, who was removed for drunkenness
- 117-118 Station in good condition. From Engineer's Annual Report for Fiscal Year 1870
- 138 Recommends that La Pointe Light be discontinued. From Engineer's Annual Report for Fiscal Year 1871.
- 139 Needs new station boat
- 140 Station in good shape
- 142 Station transferred from the jurisdiction of the Collector of Customs at Marquette to the Collector of Customs at Duluth

## Index - Documents Related to Apostle Islands Light Stations

### La Pointe Lighthouse (Long Island) - cont'd.

- 152 Station transferred to the superintendency of the Collector of Customs at Duluth
- 154 The Inspector deems that an assistant keeper at La Pointe is not necessary, recommends an allowance of 4 cords of wood instead
- 191 Repairs made
- 194 Repairs made
- 210 Discussion as to whether or not the number of ships entering Chequamegon Bay necessitated a change in the light from 270 degrees to 360 degrees
- 224-228 Station in terrible condition. Keeper John B. Angus recommended for removal. From Inspector's Annual Report for Fiscal Year 1875
- 249 Recommends that the La Pointe Light illuminate the entire horizon
- 287 Description of Fresnel lens at La Pointe Light
- 293 \$237.08 spent for repairs here in FY1879
- 295-296 Recommendation that keeper's annual fuel allowance be reduced
- 298-299 Station in good repair, needs well. From the Inspector's Annual Report for Fiscal Year 1879
- 328 Miscellaneous repairs and improvements

### Raspberry Island Lighthouse

- 15 Two letters, both missing, relative to the construction of Raspberry Island Lighthouse
- 16 Capt. Sweet of the North Star vouches that lighthouse is needed on Raspberry Island
- 17 The apparatus [lens] for Cranberry [Raspberry] Island will be forwarded soon
- 18 A fourth order Fresnel lens was shipped by mistake to Raspberry instead of the required fifth order lens
- 19 Letter attempts to explain why the wrong lens was sent
- 21 Recommends appointment of an assistant keeper for Raspberry Island at \$300/yr.
- 26 Requests appointment of an assistant keeper for Raspberry
- 31-32 Fifth order lens for Raspberry arrived but too late to be sent north on the tender. Notice to Mariners stating that Raspberry Light would be lit on 20 July 1863
- 33 Raspberry Light was painted. From Engineers Annual Report for Fiscal Year 1863
- 36 Requesting spare flash panels to replace some that were broken
- 42 Raspberry Island Light needs a tool chest and curtains, all dimensions for the curtains are given
- 43 Requests \$100 for new Raspberry Island station boat

## Index - Documents Related to Apostle Islands Light Stations

### Raspberry Island Lighthouse - cont'd.

- 45 Balancing the ledgers for the construction of Raspberry Island lighthouse
- 47 Andrew Cramer nominated for keeper at \$400/yr
- 48 same
- 49-50 Andrew Cramer writes the Superintendent of Lights to lobby for the new keeper position, 25 locals from Madeline Island, Bayfield and Ashland sign his petition
- 51 Re. appointment papers for Andrew Cramer, new lighthouse keeper
- 52 Transmitting oath of office for Raspberry keeper
- 53 Recommends William Herbert be appointed keeper in place of Andrew Cramer, who has not done a good job
- 54 Appointing new keeper for Raspberry
- 55 Oath of Office for keeper enclosed
- 56 William J. Herbert nominated to be assistant keeper at Raspberry - \$350/yr
- 57 Nomination of William Herbert as assistant keeper
- 58 Oath of Office for Wm. J. Herbert, assistant keeper, transmitted
- 62-63 Recommends \$2,500 in improvements to the building, including plastering. From Engineer's Annual Report for Fiscal Year 1868
- 67-68 Requesting \$2,499.20 for repairs to station, including plastering. A detailed construction list is provided
- 78 Edward Kreuse nominated as keeper in place of Patrick Mulcahy, deceased
- 79 Edward Kreuse left the country and is no longer interested in keeping lighthouses
- 80 Lewis Larson nominated as keeper for Raspberry Island light, in place of Mulcahy (deceased) and Kreuse (declined)
- 81 A.M. Larson appointed to be assistant keeper
- 84-86 Trying to correct a mix-up regarding pay of assistant keeper A.M. Larson
- 92-94 Station undergoing repairs. From Inspector's Annual Report for Fiscal Year 1869.
- 101 Continuing attempts to get the assistant, A.M. Larson, paid for past services rendered
- 102-103 Two letters attempting to secure payment for William J. Herbert, who filled in as keeper after Patrick Mulcahy drowned but before Lewis Larson
- 104 A.M. Larson still trying to get back pay
- 105-106 Paid \$100.50 to William J. Herbert - back pay
- 117-118 Station in good condition. From Engineer's Annual Report for Fiscal Year 1870
- 132 Raspberry Island erroneously marked on the official charts in the Light House Establishment office - corrected

## Index - Documents Related to Apostle Islands Light Stations

### Raspberry Island Lighthouse - cont'd.

- 138 The lighthouse in good condition. Needs a new boat. From the Engineer's Annual Report for Fiscal Year 1871.
- 140 Station in good shape, got its new boat
- 142 Station transferred from the jurisdiction of the Collector of Customs at Marquette to the Collector of Customs at Duluth
- 152 Station transferred to the superintendency of the Collector of Customs at Duluth
- 194 Repairs made
- 224-228 Station in good shape. List of supplies dropped off.
- 277 Franklin burners, etc. forwarded to lighthouse
- 287 Description of Fresnel lens at Raspberry Island
- 289-290 A fog signal has been recommended for this station, but now the District Engineer thinks it is unnecessary
- 293 \$335.57 spent for repairs here in FY1879
- 295-296 Letter indicates that keepers at Michigan Island received no "extra" compensation in fuel and rations over and above their salary
- 298-299 Station in good repair. Needs boat ways. From the Inspector's Annual Report for Fiscal Year 1879
- 328 Miscellaneous repairs and improvements
- 345 Steam fog signal recommended for this station. From Engineer's Annual Report for Fiscal Year 1882

### Outer Island Lighthouse

- 59 The 11th District Inspector opines that a lighthouse on Outer Island is not necessary
- 60-61 The legislation of the State of Wisconsin petitions Congress to establish a lighthouse on Outer Island
- 100 Henry Kuchli nominated to be keeper at Mendota Light (on Michigan's Keweenaw Peninsula). [Seven years later he became keeper at Outer Island]
- 128 Obtaining a survey from the General Land Office of Outer Island, as a possible lighthouse location
- 131 Lighthouse reservation delineated
- 134-135 A 3rd order lighthouse recommended on Outer Island, to cost \$40,000. From the Engineer's Report of Operations for Fiscal Year 1871
- 144 Outer Island Light has appropriation for \$40,000. there is consideration of reducing it to \$30,000, so the remainder - \$10,000 can be applied to a lighthouse at L'Anse, MI
- 161 District Engineer feels that a light at Outer Island is of much more importance than a light at L'Anse
- 162 Suggests a 3rd order, revolving, Fresnel lens for Outer Island

## Index - Documents Related to Apostle Islands Light Stations

### Outer Island Lighthouse - cont'd.

- 163 Reasons stated as to why a light at Outer Island is of more importance than a light at L'Anse
- 164 District Engineer suggests that if the light at Outer Island is given the same timing interval as Raspberry Island, than it ought to be varied by red flashes
- 165-167 Plans and detailed cost estimates submitted for the construction of Big Sable Lighthouse (from which the plans were derived for Outer Island Light) - cost \$40,000
- 169-171 Plans and detailed cost estimates submitted for the construction of Outer Island Light - cost \$40,000
- 172 The cut stone is being procured, transportation of materials being arranged
- 173-174 Louis Lederle, who resigned as Foreman of Light House works, applies for his old position. He is reemployed and is the superintendent of construction at Outer and Sand Island
- 175 Work to begin soon
- 176 Work has begun, but no report because of remoteness of site - no mail
- 177 Good progress
- 178 Extremely stormy September and October slowed construction projects throughout Lake Superior. Foundation for tower, passage & dwelling in place
- 179-188 8 letters, re. the exact location of the Outer Island Light. Apparently two Bayfield men, James Chapman and John H. Knight, purchased land on the north tip of Outer Island, speculating that the government would build there and pay them a handsome price for the land. The government did not, but built nearby. They instigated a petition drive amongst vessel captains to change the location of the already-under-construction Outer Island Light to the land they owned.
- 189 Fog signal to be erected on Outer Island on the point just in front of the new station
- 191 Work commenced in the spring for the new year, no report from the foreman
- 194 The work which had been completed heretofore, was substantial - the stone foundation all in and the first floor joists laid... but it was discovered they were in the wrong place! The District Engineer orders the workers to tear down the work already done, clear four new acres, and to recommence construction on the preferred site about 1,300 feet away
- 208 A boat builder at La Pointe has built a boat for the station at \$125

## Index - Documents Related to Apostle Islands Light Stations

### Outer Island Lighthouse - cont'd.

- 215-219 5 letters re. the infighting between the principal keeper O.K. Hall and his assistant John Drouillard. Hall dismisses Drouillard for incompetency, whereas Drouillard complains that Hall gave away lighthouse oil, etc...
- 220 Inspector concurs and recommends Peter Ivery to replace John Drouillard as assistant keeper
- 224-228 Station in poor condition. Keepers know little about steam boilers and fog signals. Lens in bad shape. Station boat wrecked. Removal of Mr. Hall is recommended. Recommends an inclined way [tram]. List of supplies dropped off. From Inspector's Annual Report for Fiscal Year 1875.
- 229-231 In August 1873, construction of the station was started on land owned by private parties. When this was discovered, the construction foreman set stakes on the new site, and construction began. In May 1874 it was discovered that the location was still wrong, at which time, they relocated the construction site 1,300 feet away. The District tender, Warrington, was so busy that it did not bring the supplies to Outer Island. Another boat was hired and the supplies were damaged.
- 241 Rough cost estimate of fog signal for Outer Island
- 243 The materials being moved to the new site, construction proceeding
- 247 Keeper and assistant to be appointed
- 250-251 Notice to Mariners - Outer Island to be lit October 20, 1874
- 253 Station completed except for landscaping, fog signal to be erected
- 254-255 Notice to Mariners - Outer Island to have fog signal November 5, 1874
- 264 The petition to relocate the Outer Island Light to the land owned by Chapman and Knight denied
- 269 Robert Ingalls appointed as second assistant keeper
- 270 Requests back pay for Peter Ivery, first assistant keeper
- 271-272 Robert Ingles declines second assistant keeper's position, recommends John Hanson
- 273 Requests back pay for Peter Ivery, first assistant keeper
- 274 Fannie F. Hall, spouse of keeper, recommended for the second assistant's position
- 287 Description of Fresnel lens at Outer Island
- 289-290 Duplicate fog signal at station
- 291-292 Duplicate fog signal erected. From Engineer's Annual Report for Fiscal Year 1879
- 293 \$798.14 spent for repairs here in FY1879
- 295-296 Letter indicates that keepers at Michigan Island received no "extra" compensation in fuel and rations over and above their salary



## Index - Documents Related to Apostle Islands Light Stations

### Outer Island Lighthouse - cont'd.

- 297 Station gets a portable library
- 298-299 Condition of station stated. Grounds need protection from erosion. From the Inspector's Annual Report for Fiscal Year 1879
- 305 Re. plans for protection of the bank from erosion
- 308 Henry E. Genery appointed to 2nd assistant, Grover promoted to 1st assistant
- 320 Bluff is washing away. From Inspector's Annual Report from Fiscal Year 1882
- 332-333 Plans prepared for arresting the erosion to the bluff, to cost \$4,000
- 334 Sending a sketch of the shoreline at the time the light was established
- 339-340 Estimate for sloping the bluff and protecting its foot with riprap - \$3,572.75
- 342-343 Repairs suggested for Outer Island Light total \$7,997.75
- 344 Lighthouse tender Warrington transported the assistant superintendent Outer Island
- 345 Construction of shore protection and a pier/boat harbor are in progress. From Engineer's Annual Report for Fiscal Year 1882

### Sand Island Lighthouse

- 128 Obtaining a survey from the General Land Office of Sand Island, as a possible lighthouse location
- 130 Lighthouse reservation delineated
- 134-135 A lighthouse recommended on Sand Island, to cost \$18,000. From the Engineer's Report of Operations for Fiscal Year 1871
- 173-174 Louis Lederle, who resigned as Foreman of Light House works, applies for his old position. He is reemployed and is the superintendent of construction at Outer and Sand Island
- 281 District Engineer recommends setting aside portions of Sand Island as a lighthouse reservation
- 289-290 A fog signal has been recommended for this station
- 291-292 Recommends an appropriation of \$18,000 for lighthouse on Sand Island. From Engineer's Annual Report for Fiscal Year 1879
- 302 Committee on Engineering stipulates that the new lighthouse on Sand Island will have lath and plaster furring
- 303 Committee on Lighting recommends that Sand Island be fixed white, 270 degrees, 4th order
- 304 Recommends that five new fog signals be constructed, with Sand Island 4th in priority

## Index - Documents Related to Apostle Islands Light Stations

### Sand Island Lighthouse - cont'd.

- 309 To hire new keepers for Sand Island, rather than transfer some from somewhere else
- 310 Supplies were left for construction of Sand Island Light
- 311 Recommends an assistant keeper for Sand Island
- 312 same
- 321 Construction progress. Dock built, eight acres of land cleared, stone quarried, etc...
- 324 Cutting building stone, walls going up
- 325 To appoint a keeper
- 326-327 Notice to Mariners - Sand Island Light to shine September 25, 1881
- 328 Construction almost finished
- 329 Station was lit for first time
- 338 Ninety cents (\$.90) error - payroll of worker Patrick McGraw
- 345 Station completed and lit for the first time in Sept. 1881. Steam fog signal recommended for this station. From Engineer's Annual Report for Fiscal Year 1882
- 347 Keeper authorized at pay of \$600/yr., station to be under the superintendence of the Collector of Customs at Duluth

### Devils Island Light Station

- 132 Devils Island under consideration for lighthouse reservation

## Index - Documents Related to Isle Royale Light Stations

### Rock Harbor

- 6-7 Letter from the General Land Office, re. reservation of land for lighthouse purposes.
- 22-25 Letter from J.B. Smith, who was part of the contracting team (comprised of Alanson Sweet, Luzerne Ransom, and Morgan E. Shinn) that built Rock Harbor Lighthouse (ISRO) and Michigan Island and La Pointe (Long Island) Lighthouses (APIS). He asks for more money.
- 27 same
- 28-29 same
- 92-94 Description of condition of Rock Harbor Lighthouse in 1869, from Inspector's Annual Report.
- 158 Letter re. the reestablishment of Rock Harbor Lighthouse.
- 159 same
- 160 same
- 162 Suggests a fourth order Fresnel lens for Rock Harbor Lighthouse.

## Index - Documents Related to Isle Royale Light Stations

### Rock Harbor - cont'd.

- 172 No action on refurbishing Rock Harbor Lighthouse.  
175 same  
176 same  
177 same  
178 same  
201 Sylvanus Mott wants to be lighthouse keeper at Rock Harbor  
202 Congressman J.A. Hubbell wants to know if an appropriation is necessary to place the Rock Harbor Lighthouse in good repair  
203 same  
204 Committee on Lighting says that relighting Rock Harbor Lighthouse is not a necessity  
209 Recommendation of a sailboat for Rock Harbor Lighthouse.  
224-228 Description of Rock Harbor Lighthouse after it is relit, with a list of supplies delivered by the tender. From Inspector's Annual Report for Fiscal Year 1875  
229-231 Light has been relit at Rock Harbor. From Engineer's Annual Report for Fiscal Year 1874.  
232 Re. relighting date of Rock Harbor Lighthouse.  
233-235 Notice to Mariners - relight Rock Harbor Lighthouse on August 5, 1874.  
239 Request Keeper be appointed for Rock Harbor.  
243 Workmen going to station to relight Rock Harbor Light.  
265 same as 204  
276 Assistant Keeper authorized for Rock Harbor.  
278-280 3 letters re. boundary adjustments of the Rock Harbor Lighthouse reservation.  
282-286 4 letters re. former Keeper A.O. Kruger seeking compensation for repairs to Rock Harbor Lighthouse. Describes livestock kept at this location. Good descriptions of physical site improvements  
287 Description of Fresnel lens at Rock Harbor  
291-292 Recommendation that Rock Harbor Light be discontinued. From Engineer's Annual Report for Fiscal Year 1879.  
293 Authorized \$106.52 in repairs (see letters on pp. 282-286)  
295-296 Letter indicates that Keepers at Rock Harbor Light received no "extra" compensation in fuel and rations over and above their salary  
298-299 Description of the poor physical condition of the lighthouse with praise for the Keeper. From Inspector's Annual Report for Fiscal Year 1879.  
300 Re. discontinuance of Rock Harbor Light as an active station, when will the salary of the principal keeper stop?

## Index - Documents Related to Isle Royale Light Stations

### Isle Royale (Menagerie Island)

- 176 Survey made to locate a lighthouse on the western end of Isle Royale.
- 177 No progress on locating new lighthouse on Isle Royale.
- 178 same
- 193 The Engineer and Inspector will visit proposed site of lighthouse in Siskiwit Bay and make a joint report.
- 206 re. appropriations for Isle Royale
- 207 same
- 221 Isle Royale Light Station needs a sailboat.
- 224-228 Isle Royale Light under construction. From Inspector's Annual Report for Fiscal Year 1875.
- 229-231 Isle Royale Light - couldn't begin construction in 1873. From Engineer's Annual Report for Fiscal Year 1874.
- 236 Site selection for Isle Royale Lighthouse.
- 242 Date of first "lighting" of Isle Royale Lighthouse.
- 248 Site selection for Isle Royale Lighthouse.
- 257 same
- 261 same
- 262 same
- 267 Drawings for Isle Royale Lighthouse - Menagerie Island approved.
- 287 Description of the fourth order lens at Isle Royale lighthouse.
- 294 Lightkeepers at Portage Entry and Menagerie Island want to trade stations.
- 295-296 Recommendation that keeper and assistant be compensated for fuel and rations over and above their salaries.
- 297 Station gets a portable library.
- 298-299 Description of condition. From Inspector's Annual Report from Fiscal Year 1879.
- 306-307 Compensation sought for Andrew Riefer for furnishing the lighthouse with a boat.
- 310 Isle Royale Light was inspected.
- 315 Notice to Mariners reported that Passage Island light was fixed white, should have been fixed red. Concern expressed that it was too similar to Menagerie light which was fixed white
- 329 New boat house & walk ways built
- 341 Repairs to station in 1882.

### Passage Island

- 119 Request that island be set aside for Lighthouse purposes.
- 125 same
- 134-135 Increased lake traffic, because of discovery of silver, necessitates lighthouse on Passage Island.
- 136 Petition for establishment of lighthouse on Passage Island.

## Index - Documents Related to Isle Royale Light Stations

### Passage Island - cont'd.

- 146-149 Four letters re. the British Minister in Washington, Sir Edward Thornton, on behalf of Canadian government, urging the construction of a lighthouse on Passage Island.
- 151 The District Inspector recommends a lighthouse on Passage Island, because the aid would be international.
- 156 The District Engineer recommends a lighthouse on Passage Island.
- 158 Discusses the relighting of Rock Harbor and the need for a lighthouse on Isle Royale's southwest end. Mentions silver mines.
- 159 same
- 190 District Engineer carefully examines proposed site of a lighthouse on Passage Island. Secretary of the Treasury says that timing is not right for new appropriations.
- 198-200 Three letters re. Canadian government wants to know if a lighthouse will be built.
- 224-228 A suggestion for the location of the proposed lighthouse on Passage Island. From Inspector's Annual Report for Fiscal Year 1875.
- 229-231 From Inspector's Annual Report for Fiscal Year 1874. An appropriation of \$18,000 is recommended for the fourth time.
- 291-292 Conditional appropriation by Congress for a light station on Passage Island.
- 302 Plans for the light station on Passage Island and Sand Islands are conditionally approved.
- 303 Recommend a fourth order, fixed red, Fresnel lens for Passage Island.
- 310 Supplies were left for construction of Passage Island light.
- 314 Suggests amount of salary for Keeper and assistant at Passage Island.
- 315 Notice to Mariners reported that light was fixed white, should have been fixed red.
- 319 Nominate a man (married, good boatman) to be Passage Is. lightkeeper.
- 320 Date of lighting.
- 321 Construction progress.
- 322-323 Suggestion, with cost estimates, that a fog signal also be established on Passage Island.
- 324 Construction progress.
- 328 same
- 329 same
- 330 re. fog signal bell.
- 331 same
- 335 Requests appointment of keeper at Passage Island.
- 336-337 Notice to Mariners (in error, see p. 315)
- 344 Passage Is. light completed June 1882.

## Index - Documents Related to Isle Royale Light Stations

### Passage Island - cont'd.

- 345 Station lit for the first time July 1, 1882, also has a 1500 pound fog bell.

### Rock of Ages

Since these letters cover the years 1839 through 1881, they do not include Rock of Ages Light Station, which was not operational until 1908. However, the letters on pages 158 and 159 are early pleas for the government to construct a lighthouse on the southwest side of Isle Royale.

## Index - Documents Related to Big Sable Light Station

### Big Sable Lighthouse

- 83 Letter from the keeper of the Grand Island Lighthouse, Reuben Fink, protesting his forced resignation
- 98 Nomination of John Power to be keeper at Copper Harbor, to replace Napoleon Beedon, who later serves as keeper at Big Sable
- 155 Re. lighthouse to be built between Grand Island Harbor and White Fish Point, requests plat of land on which lighthouse is to be located
- 157 Letter re. acquiring land for the lighthouse from the State of Michigan
- 162 Suggests a third order, fixed, 225 degree, Fresnel lens for Big Sable Lighthouse
- 165-167 Plans and detailed cost estimates submitted for the construction of Big Sable Lighthouse - cost \$40,000
- 168 Plans and estimates almost complete, procuring brick for construction
- 169-171 Plans and detailed cost estimates submitted for the construction of Outer Island Lighthouse (Apostle Islands), which were modified from those prepared for Big Sable - cost \$40,000
- 172 Plan to erect temporary quarters and a wharf, to begin construction of lighthouse
- 175 Temporary quarters and wharf have been constructed, foundation excavated
- 176 Foundation for tower excavated to 23 feet 9 inches depth, bricks were landed, site is difficult to access
- 177 Dwelling covered, tower as high as dwelling roof
- 178 Dwelling, passageway and woodshed enclosed, tower 50 some feet high, work suspended for season
- 191 Work recommenced at the station. Lamps for the lens ordered but haven't arrived

## **Index - Documents Related to Big Sable Light Station**

### **Big Sable Lighthouse - cont'd.**

- 194 Station complete with exception of plastering, painting and installation of the lens
- 197 C. Kuhn nominated as first keeper of Big Sable. Trouble getting hold of him - no post office.
- 209 Station needs a new boat
- 211 Because of the complexity of the lighting apparatus (a double wick) and the remoteness of the lighthouse, an assistant keeper is a necessity
- 212-214 3 letters re. discrepancy of pay for assistant keeper Paul Happold
- 224-228 Re. the new station and how its keepers are faring. Keeper and assistant had been without meat for 2 months. Description of ill-fated trip to Munising to procure supplies. Second assistant keeper is recommended. List of supplies dropped off. Station boat to be exchanged with Huron Island. From Inspector's Annual Report for Fiscal Year 1875.
- 229-231 Big Sable completed, except plastering and whitewashing. Ready for lighting when lens arrives. From Engineer's Annual Report for Fiscal Year 1874.
- 233-235 Notice to Mariners - Big Sable to be lit 19 August 1874
- 237 Appointment of Assistant Keeper Paul Happold, at \$420/yr., brother-in-law of Keeper C. Kuhn
- 238 Oath of Office of Keeper Casper Kuhn
- 243 Finishing touches on the construction of Big Sable
- 263 Permission to employ an assistant keeper
- 287 Description of Fresnel lens at Big Sable
- 295-296 Letter indicates that Big Sable lightkeepers received no "extra" compensation in fuel and rations over and above their salary
- 297 Station gets a portable library
- 298-299 Conditions at Big Sable - tower needs whitewashing, well and cistern needed, etc... From Inspector's Annual Report for Fiscal Year 1879
- 301 Napoleon Beedon, Keeper, requests extra payment for clearing land
- 342-343 Requests \$670 for urgent repairs and improvements

## **Index - Documents Related to South Manitou Light Station**

### **South Manitou Lighthouse**

- 1 Surveying the land on which the lighthouse would be built
- 2 same
- 3 same
- 11-12 Original survey notes for the South Manitou Light Station reservation

Index - Documents Related to South Manitou Light Station

South Manitou Lighthouse - cont'd

- 13-14 Henry Schetterly offers to build a lighthouse on the peninsula in Grand Traverse Bay
- 42 Supplies on hand, including tool chests and curtains for the tower
- 62-63 Lighthouse and fog bell need extensive repairs, from Engineer's Annual Report for Fiscal Year 1868
- 64 Shipwreck Report
- 73 Recommends that assistant keeper be appointed, reasons stated
- 74 South Manitou Light assigned to Superintendent of Lights at Grand Haven
- 75 Superintendent of Lights at Grand Haven requests money to pay keepers
- 76 Recommendation that assistant keeper be appointed
- 77 same
- 88-91 Four letters concerning why Keeper A.A. Sheridan allowed the light to go out the morning of 13 July 1869, including a letter from the master of the propeller Equinox
- 92-94 Reasons why a taller tower is needed at South Manitou and why it is a more important light than Manitou Island (Lake Superior). From the Inspector's Annual Report for Fiscal Year 1869.
- 97 Keeper A.A. Sheridan reports light went out again, and why, and also reports the sorry condition of the station's sailboat.
- 113 Appropriation of \$10,000 to construct a new tower
- 114-115 Cost estimate for constructing new tower - \$12,795.06.
- 116 Requesting a new 3 1/2 order, fixed, white, Fresnel lens
- 117-118 Finding out that a previous appropriation of money was not carried over into the new fiscal year, the District Engineer abandons the first set of plans for the new South Manitou tower. Now requests a total of \$30,000 and proposes the new tower to be even taller, and the lens larger than previously proposed. From the Engineer's Annual Report for Fiscal Year 1869.
- 120-121 Cost estimates for constructing the new tower - \$30,000
- 122 Requests notification of availability of additional \$20,000 to proceed with tower construction
- 123 Construction on new tower to begin, materials being delivered by lighthouse tender
- 124 Listing of Fresnel lenses on hand and what will be needed
- 126 Landing additional materials for new tower
- 133 Materials all landed and workers being hired
- 134-135 Progress on new tower detailed, from Engineer's Annual Report for Fiscal Year 1871
- 138 Progress on new tower detailed, from Inspector's Annual Report for Fiscal year 1871



## Index - Documents Related to South Manitou Light Station

### South Manitou Lighthouse - cont'd

- 140 Reports completion of tower and installation of 3rd order Fresnel lens, requests assistant keeper be employed
- 141 Assistant Keeper authorized at \$400 per annum
- 153 Assistant Keeper was appointed
- 195-196 Report of erosion near the light tower, boathouse and ways needed, steam fog signal needed. From Engineer's Annual Report for Fiscal Year 1874
- 222-223 Two letters re. accident to the new fog signal machinery
- 224-228 Reports conditions at South Manitou. Notes poor interior paint job in tower and recommends fence to keep cattle out. From Inspector's Annual Report for Fiscal Year 1875
- 240 South Manitou is 6th priority of 12 for a new fog signal
- 244-246 Cost estimate for cribs for shore protection at South Manitou Lighthouse
- 252 Shore protection cribbing being built, storm shutters sent
- 256 Shore protection cribs under construction, general repairs to interior and exterior of station, fog signal shipped
- 258 Shutters hung and painted, fog signal work expected to be finished
- 259-260 Notice to Mariners - new steam fog-signal, opening of navigation Spring 1875
- 266 Fog signal 5th in priority of 5, to be built in Lake Michigan
- 275 Telegram - re. fog signal boiler burned out
- 287 Lists all Fresnel lenses in district
- 288 Fog bell at South Manitou to be transferred to Duluth
- 289-290 Letter re. the establishment of new fog signals on the Great Lakes - there is a duplicate fog signal at South Manitou
- 291-292 Fog bell transferred from South Manitou to Duluth, from Engineers Annual Report for Fiscal Year 1879
- 295-296 Letter indicates that the Keepers at South Manitou received \$40 in extra compensation in fuel and rations over and above their salary
- 298-299 Reports condition of station. From Inspector's Annual Report for Fiscal Year 1879
- 313 Removal of Alexander Thompson, as 1st assistant, is recommended (incompetent, disobedient, too old). Recommends Jeremiah Becker
- 316 Jeremiah Becker promoted to 1st Assistant
- 317 Lyman Sheridan resigns as Keeper, suggests Martin Knudson as his replacement
- 318 Martin Knudson promoted to keeper
- 320 Describes condition of station. From Inspector's Annual Report for Fiscal Year 1882

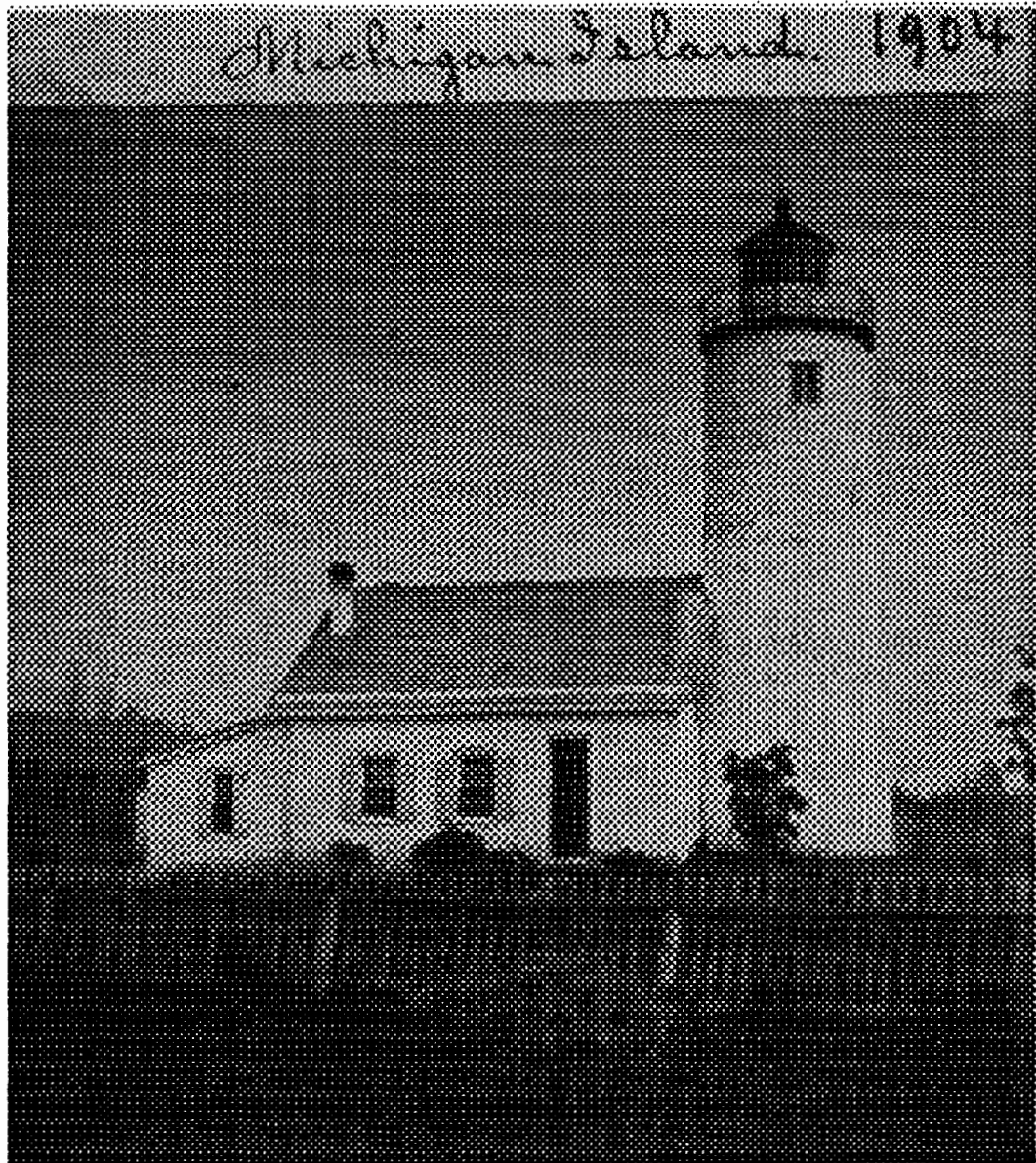
## Index - Documents Related to South Manitou Light Station

### South Manitou Lighthouse - cont'd

- 342-343     Requests \$625 for urgent repairs to shore protection and to whitewash tower

### Index - Miscellaneous - Great Lakes Light Stations

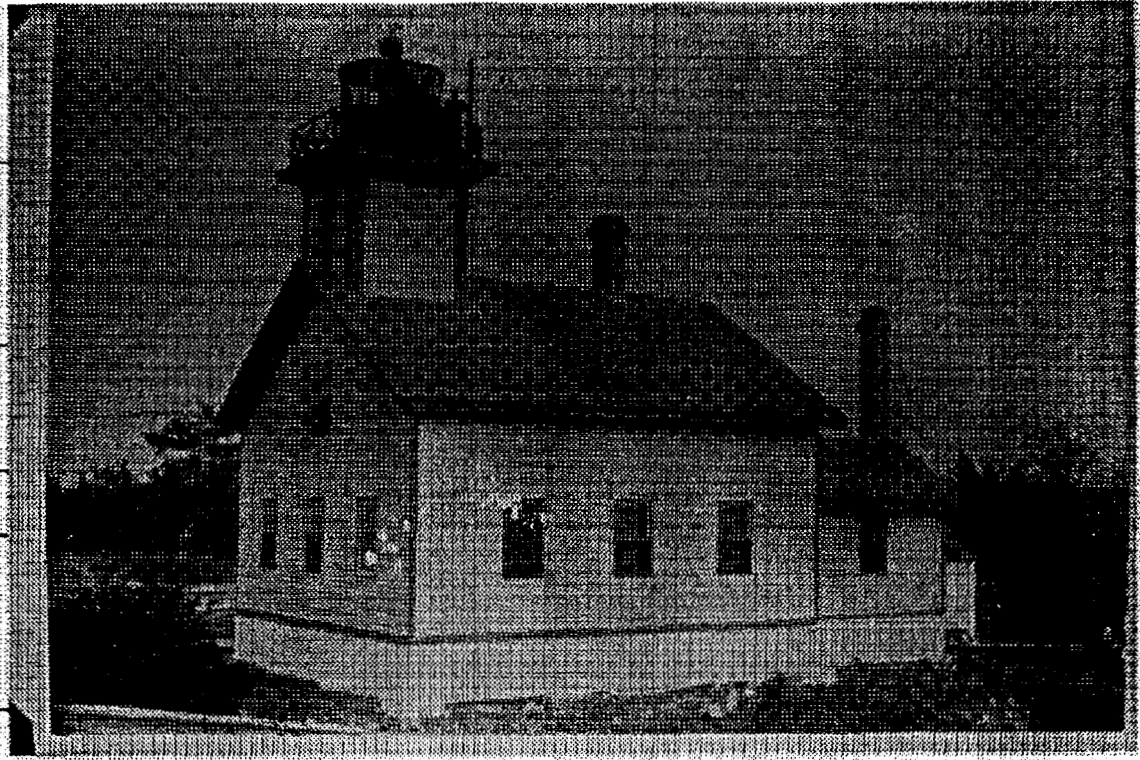
- 20           Gull Island, one of the Apostles group, to be reserved for lighthouse purposes
- 127          Gull Island, one of the Apostles group, to be reserved for lighthouse purposes
- 143          The Quartermaster General of the War Department congratulates the Light House Board for building architecturally pleasing lighthouses
- 145          Personnel change - District Engineer
- 192          The Lighthouse Service needs to employ men at fog-signal stations who are qualified to run steam machinery
- 205          Obituary - Wm. Branford Shubrick, long-time head of the Light House Board
- 268          A pier head light should be established at the end of the pier in Bayfield, Wisconsin
- 346          Re. naming of Stanard's Rock, a rocky reef north of Marquette, Mich., where a lighthouse was built in 1882



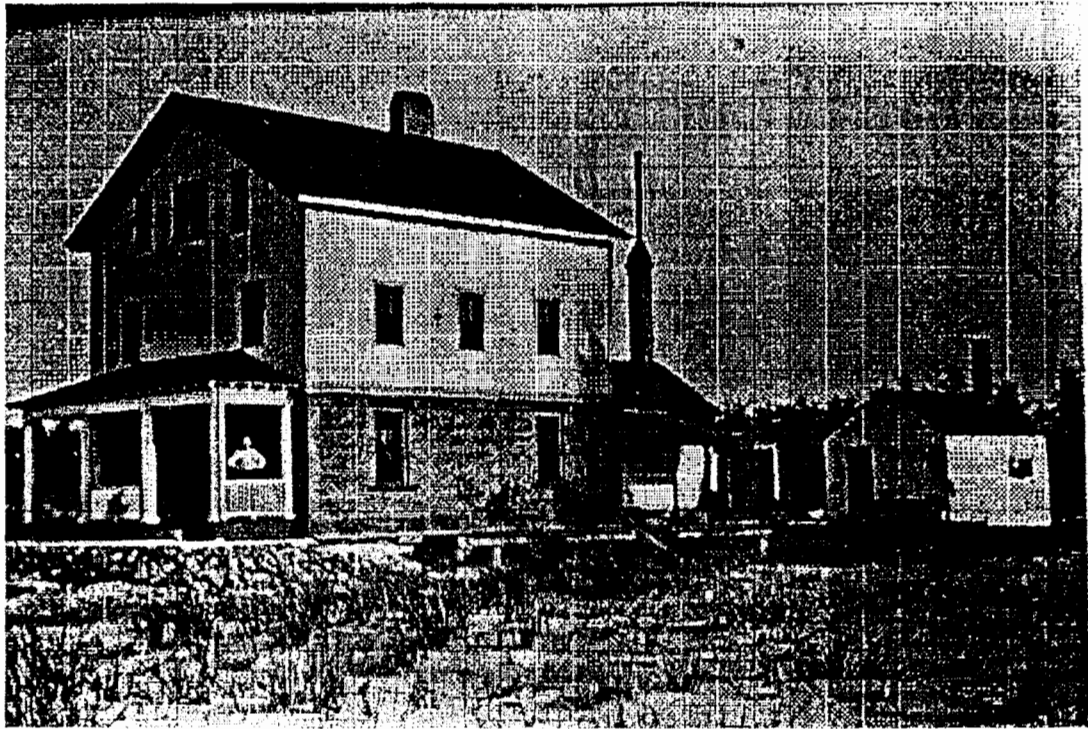
Michigan Island Lighthouse was constructed in error in 1857, the contractors were to build this building on Long Island. When the error was discovered, the Lighthouse Service closed the station on Michigan Island and constructed a lighthouse on Long Island the next year. Michigan Island Lighthouse stood empty until 1869, at which time it was refitted with a new lantern room, etc. at a cost of \$6,000. The station was enlarged and modernized in 1929 when a new steel tower was erected and a three bedroom, brick, keeper's dwelling was built. After 1929, the old lighthouse was used as the assistant keeper's dwelling. The station was automated in 1943.



The original La Pointe Light Station was constructed in error on Michigan Island in 1857. When the error was discovered, the lighthouse was abandoned and this story-and-a-half, frame lighthouse was built on Long Island in 1858. This served as the principal light on the island until 1895, when two steel towers were erected, one southeast of this building, and one on the tip of Chequamegon Point. After 1895, the tower was removed, and the building was raised one story. A new brick first story provided the building's foundation.

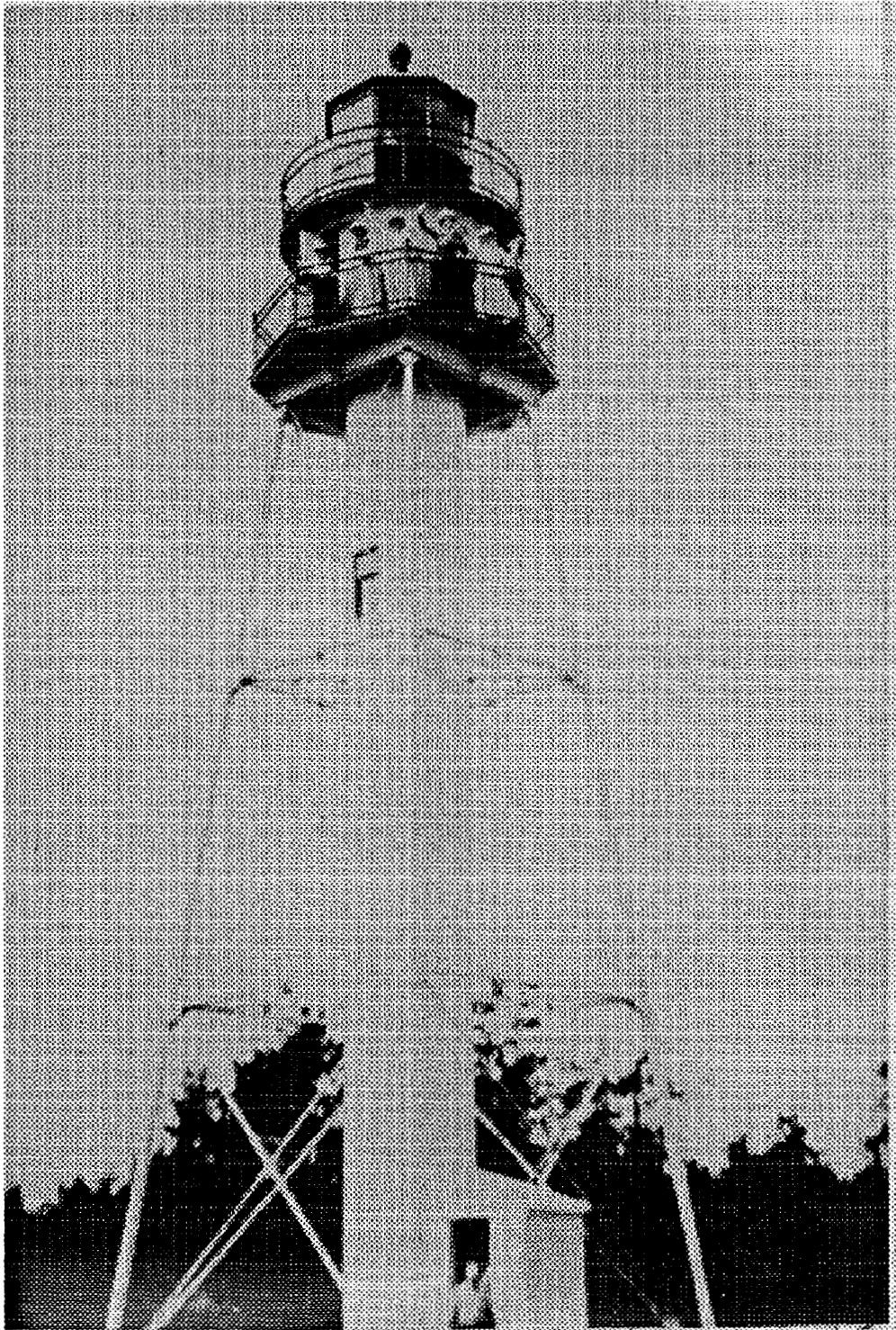


The original La Pointe Light Station was constructed in error on Michigan Island in 1857. When the error was discovered, the lighthouse there was abandoned and this story-and-a-half, frame lighthouse was built on Long Island in 1858. This served as the principal light on the island until 1895, when the two steel towers were erected, one southeast of this building, and one on the tip of Chequamegon Point. After 1895, the tower was removed, and the building was raised one story. A new brick first story provided the building's foundation.

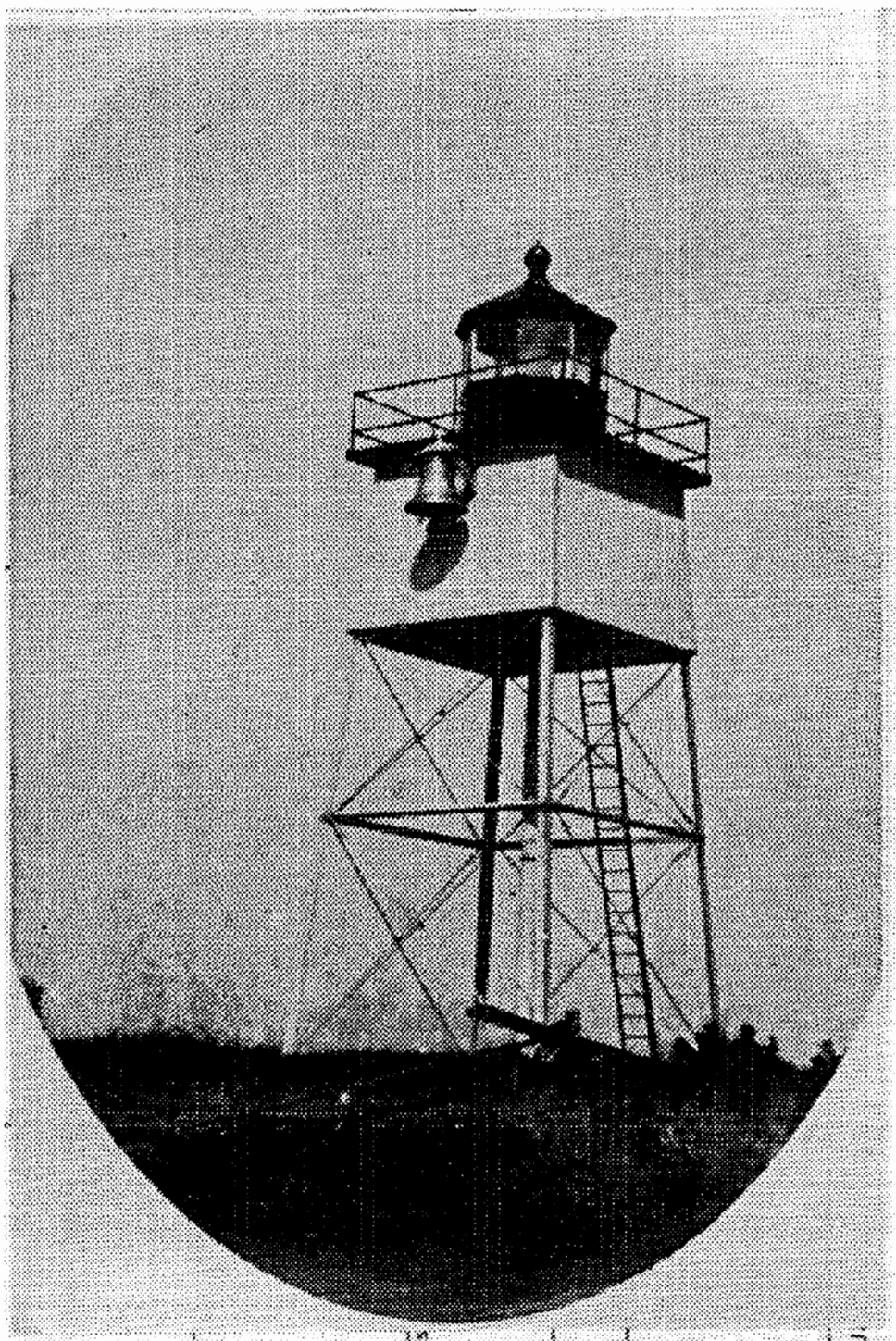


Circa. 1910 view of the La Pointe (Long Island) keeper's dwelling. It shows the old 1858 lighthouse as it looked after its tower was removed. The structure was raised to the second story level and a brick first story was constructed for its foundation. The building was in use until a new triplex was built by the WPA in 1938.





This structure is one of two steel towers that were erected during 1895-96 on Long Island. The towers replaced the old wooden tower atop the first lighthouse dwelling.



The Chequamegon Point light tower is one of two towers that were constructed on Long Island in 1895-96. The towers replaced the old wooden tower atop the first lighthouse dwelling. Note the fog bell attached to the tower.

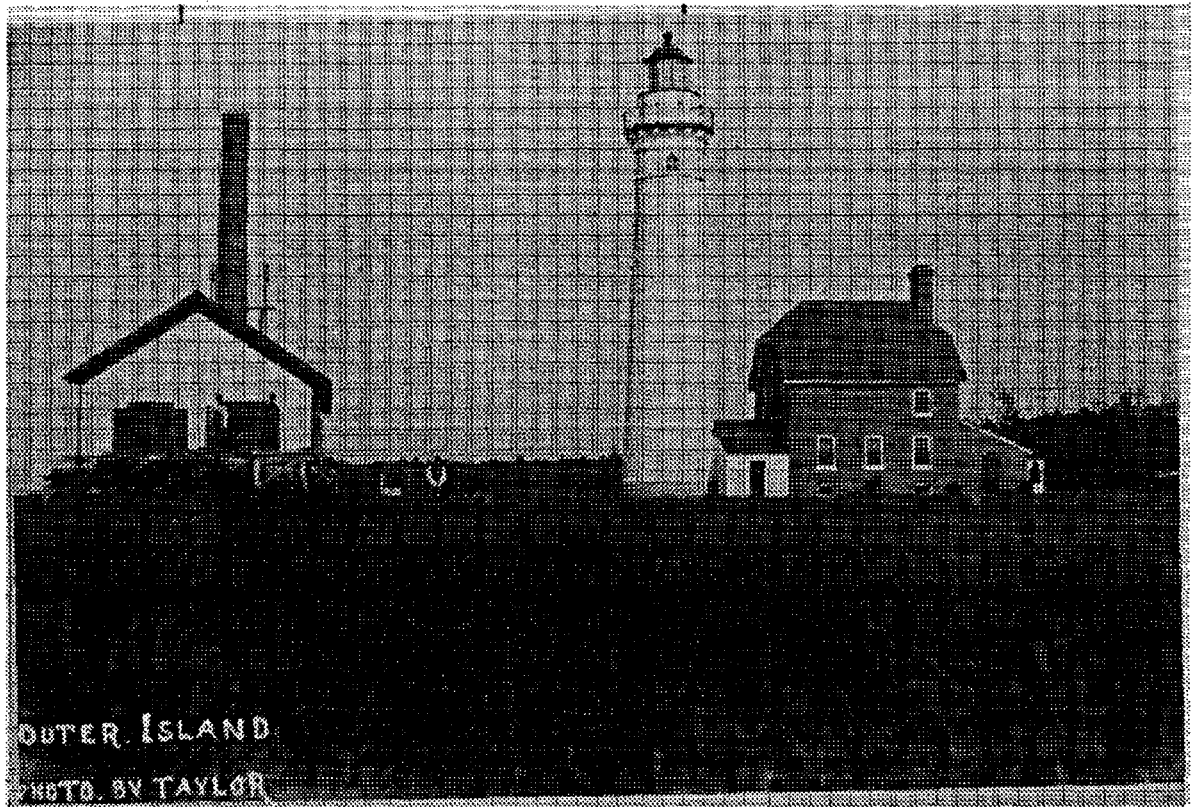




Raspberry Island Lighthouse as it appeared from 1863 until 1906. Photo circa. 1900.



Raspberry Island Lighthouse, as it appeared after major renovations in 1906. The structure housed one family on the right side (3 bedrooms, living room, dining room and kitchen). The left side served as a duplex, with an apartment on each floor (bedroom, living room, and kitchen). The bottom apartment was larger than the one above.

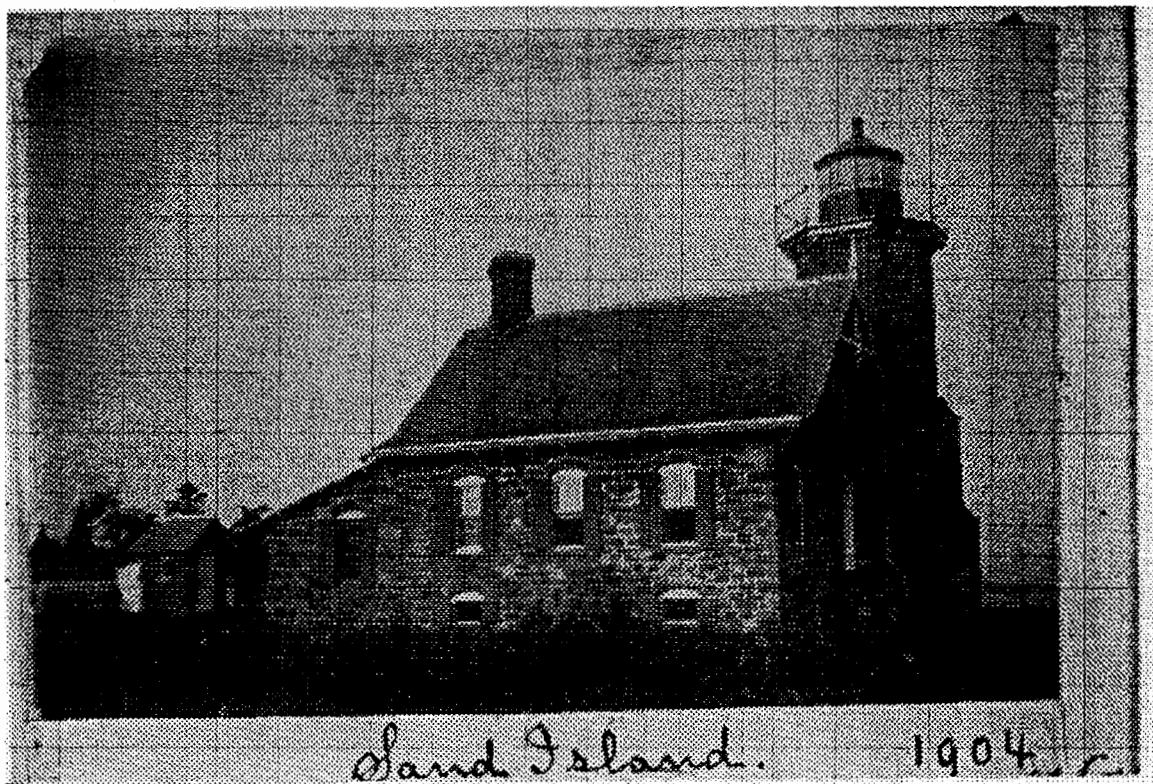


Outer Island Light Station was constructed in 1874. Photo circa. 1900.

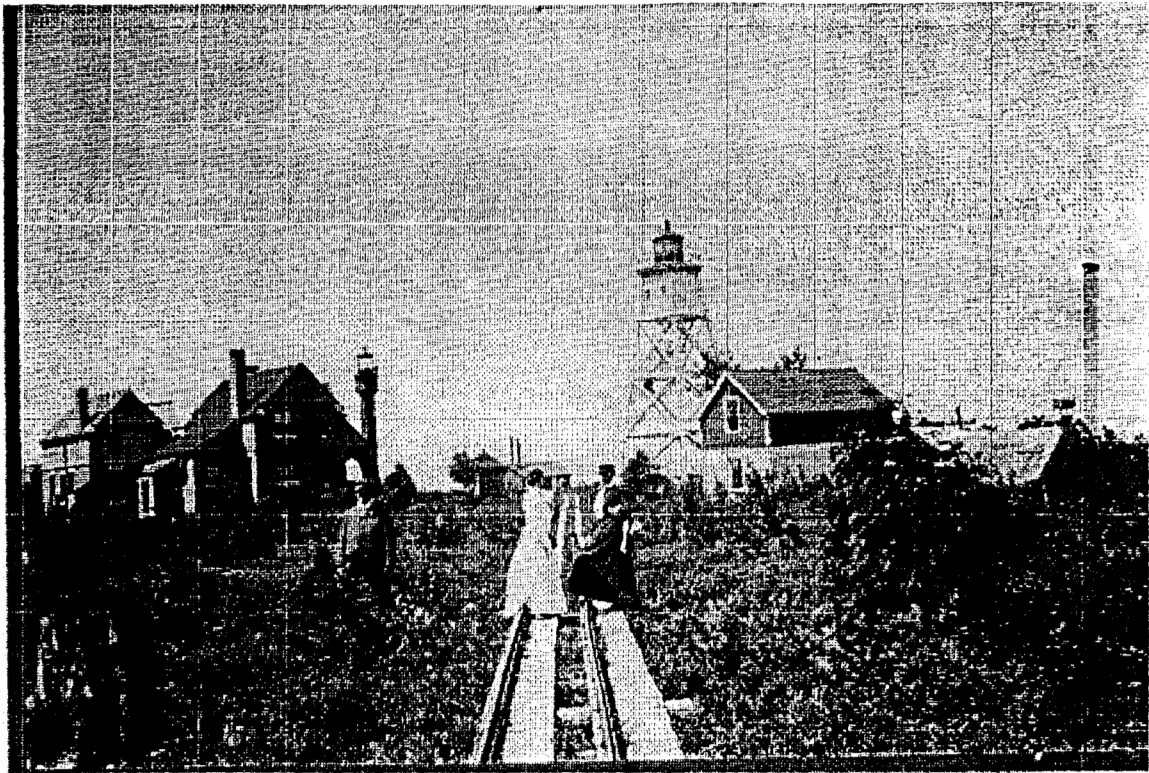


Circa. 1900 view of Sand Island Lighthouse. Constructed in 1881, it was the first Apostle Islands Light Station to be automated, in 1921.





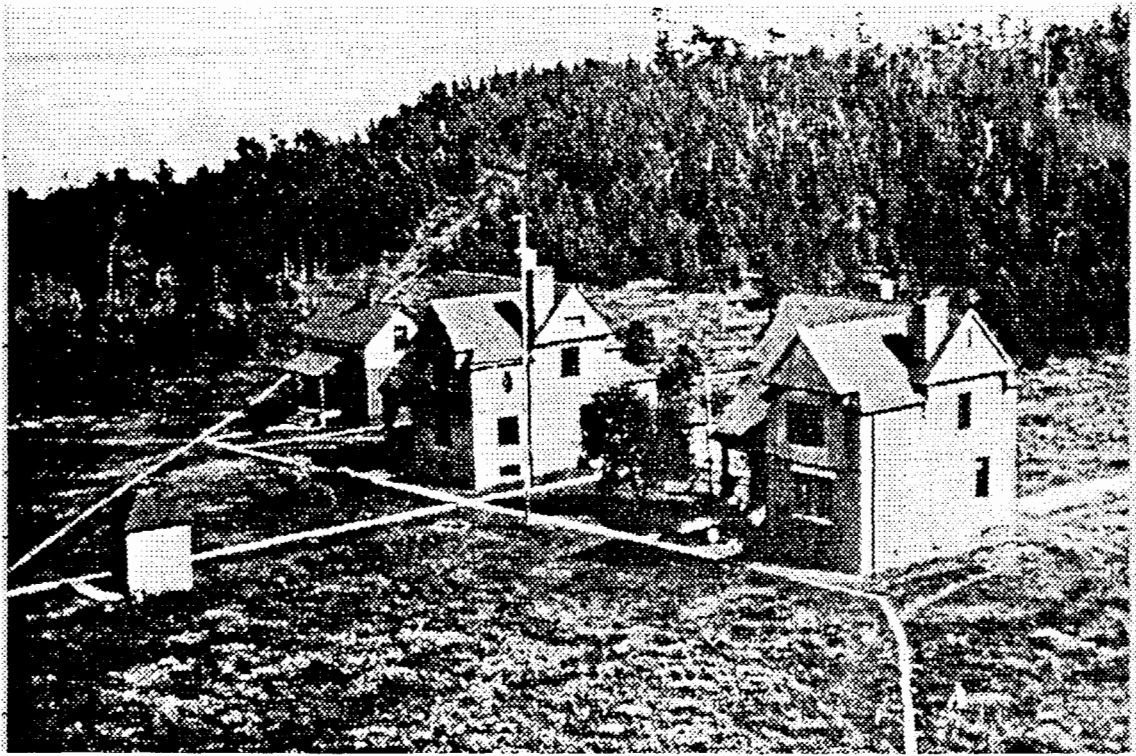
Sand Island Lighthouse - constructed 1881, automated 1921.



This view of Devils Island Light Station was likely taken between 1898 and 1901. The station was established in 1891. The house closest to the camera is the keeper's dwelling and was constructed in 1891. The assistant keeper's dwelling, next door, was constructed in 1897. The "new" tower was erected in 1898, but a delay in obtaining a third-order Fresnel lens from France required them to use the "old" wooden tower until 1901. The hip-roofed building between the two towers is the oil house. The building next to it with the two smoke stacks is the fog signal building. The tramway ran from the fog signal building to the east landing. All the structures on the right side of this photograph ("old" tower, barn, etc.) are no longer extant.

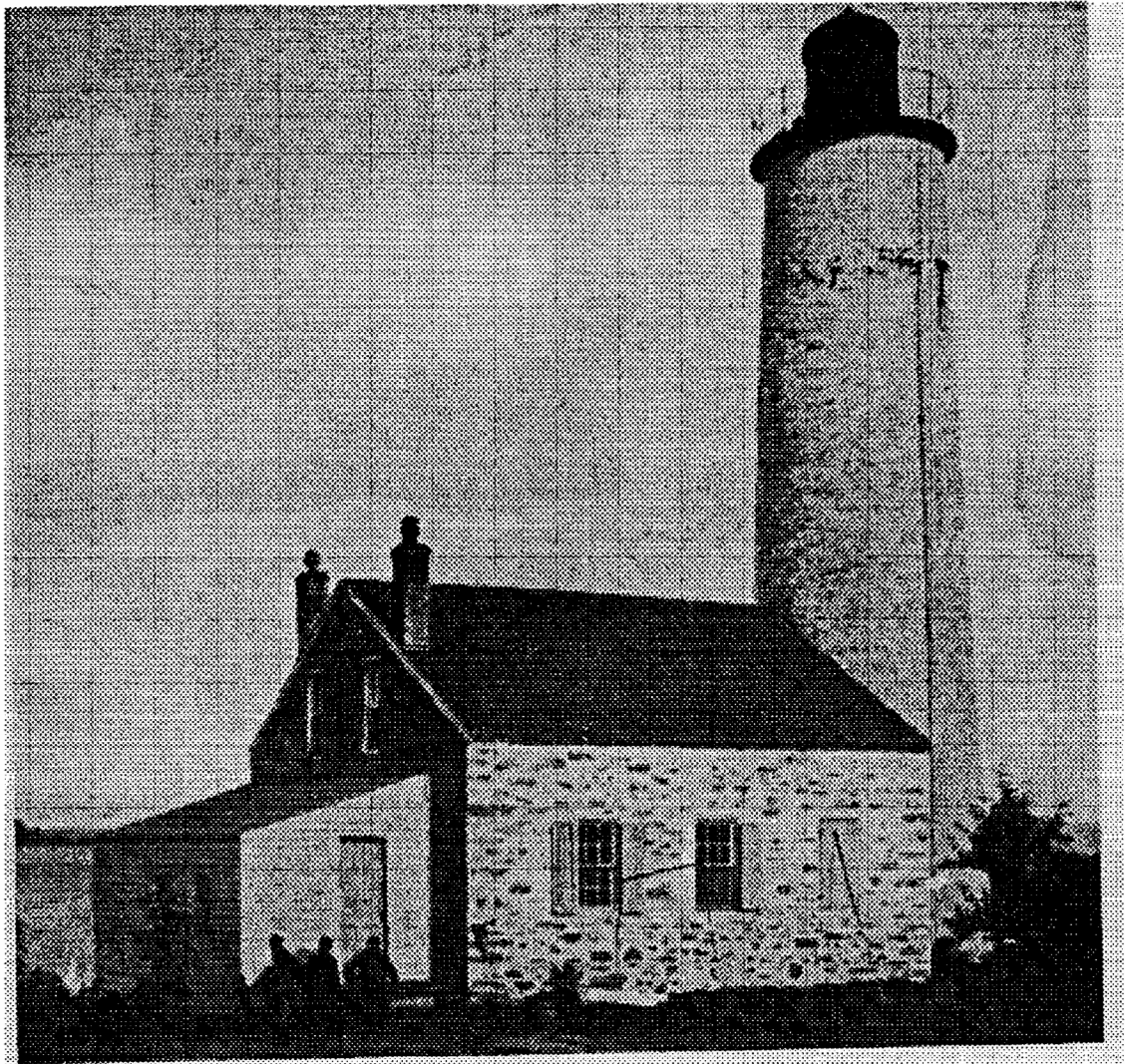


The third-order Fresnel lens was installed in the Devils Island Light Station tower in 1901. It was removed by the United States Coast Guard in August 1989, after the agency decided to solarize their operation. It was replaced by a small, acrylic beacon, mounted on the outside of the tower on the gallery railing. On September 1 and 2, 1992, the lens was reinstalled in the tower by the National Park Service as a non-working museum exhibit.

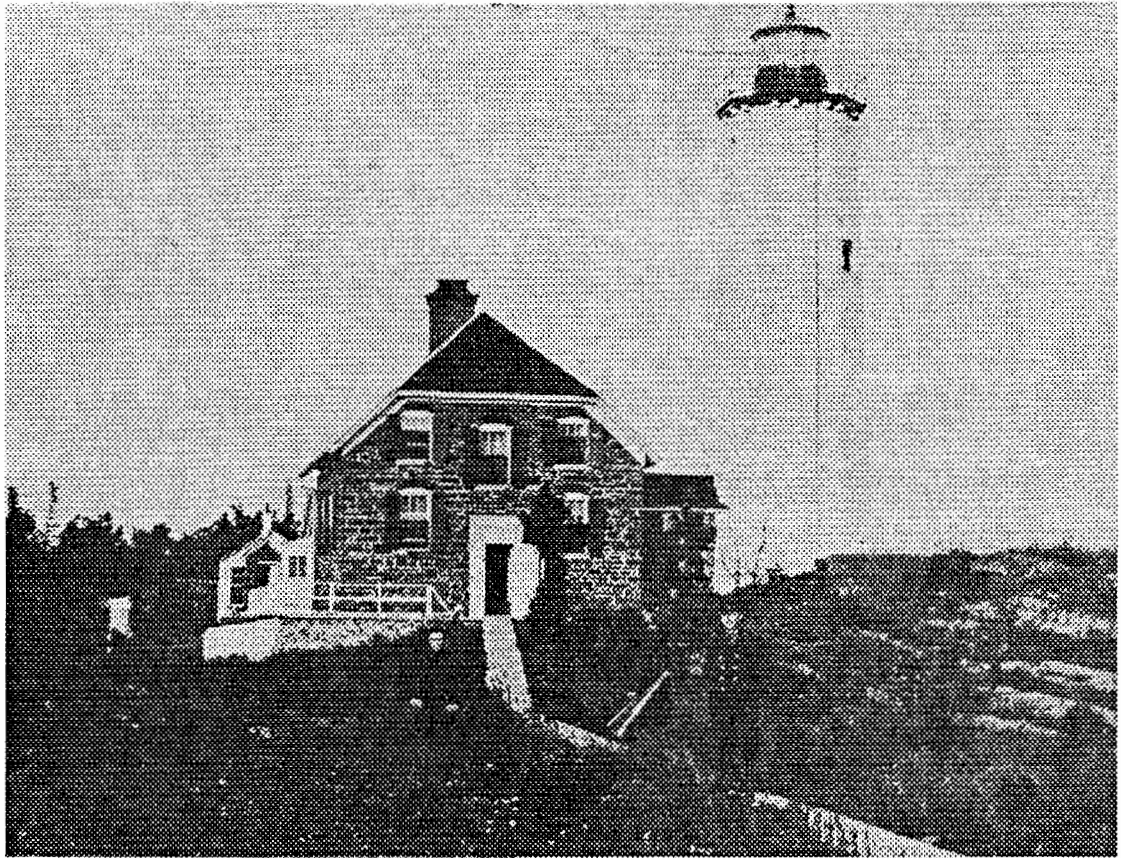


Devils Island Light Station was the last lighthouse to be constructed in the Apostle Islands. It also has the distinction of being the most northern point in Wisconsin. The station was established in 1891. This photograph shows (left to right) the second assistant keeper's quarters, which burned in the 1950s, the keeper's quarters, which was constructed in 1891, and the first assistant keeper's quarters, which was constructed in 1897. The small, brick, hip-roofed structure in the foreground is the station's oil house. This is the view from the tower. The station was staffed by U.S. Coast Guard personnel until 1978. Today it is managed by the National Park Service.

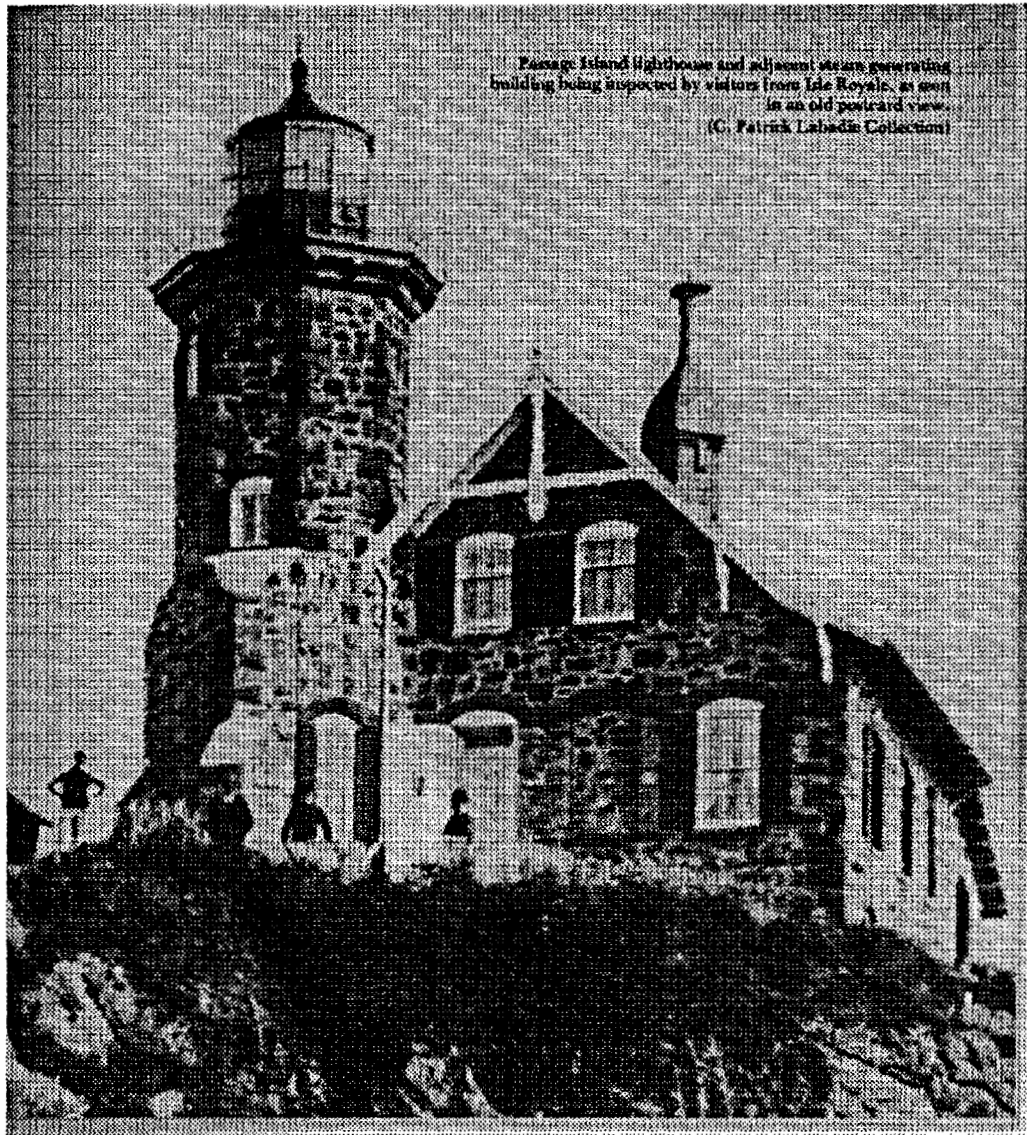




The Rock Harbor Lighthouse, at Isle Royale, is one of several lighthouses (including Michigan Island and La Pointe, in the Apostle Islands) built by the construction firm comprised of Alanson Sweet, Luzerne Ransom, Morgan E. Shinn, and later, J.B. Smith. It was constructed in 1855, extinguished in 1859, relit in 1874, and extinguished for the final time in 1879. Its useful life as a lighthouse correlated with the economic fluctuations of copper mining at Isle Royale.

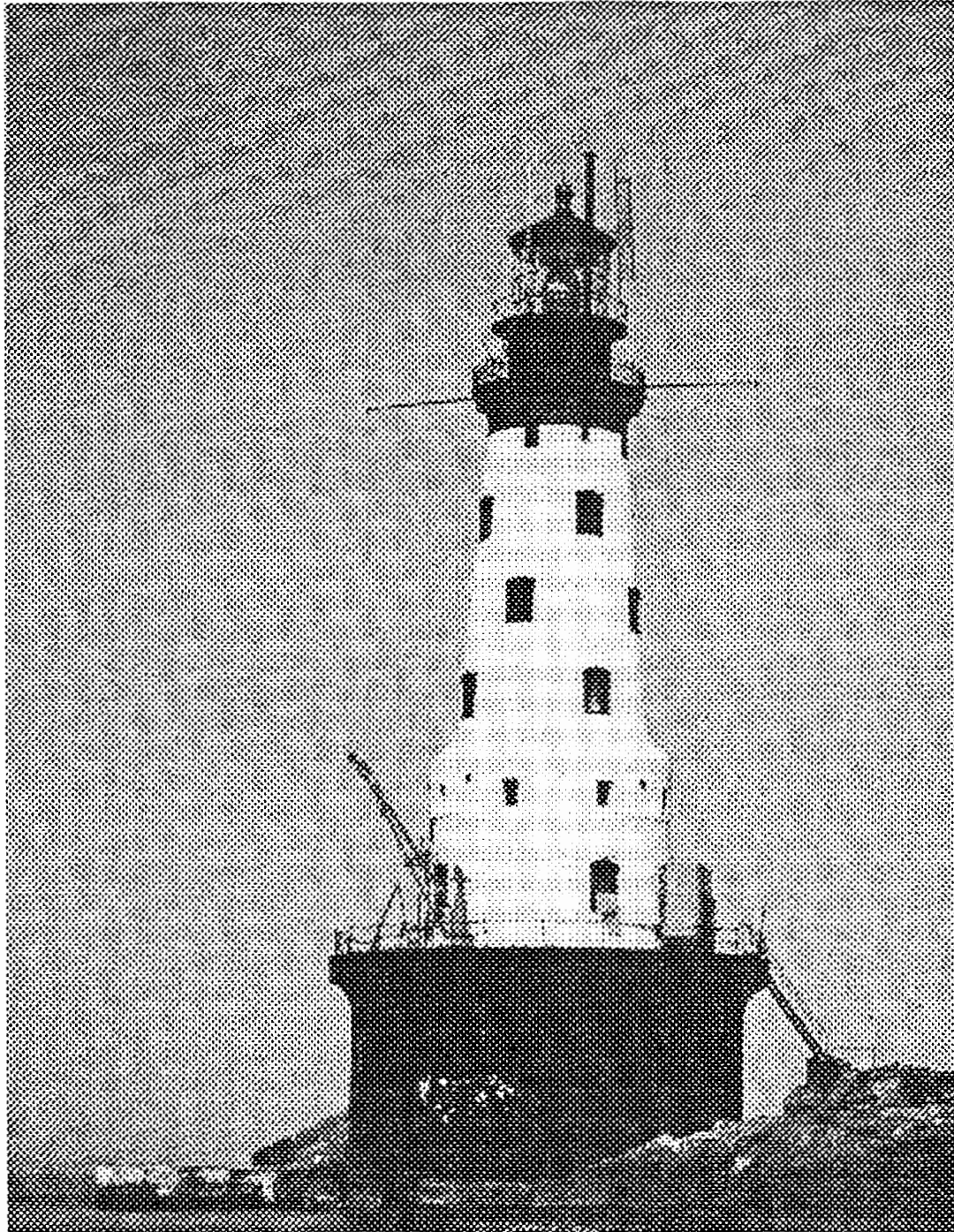


Isle Royale Light Station, on Menagerie Island, was constructed in 1875. It was automated in 1912. Photo circa. 1911.

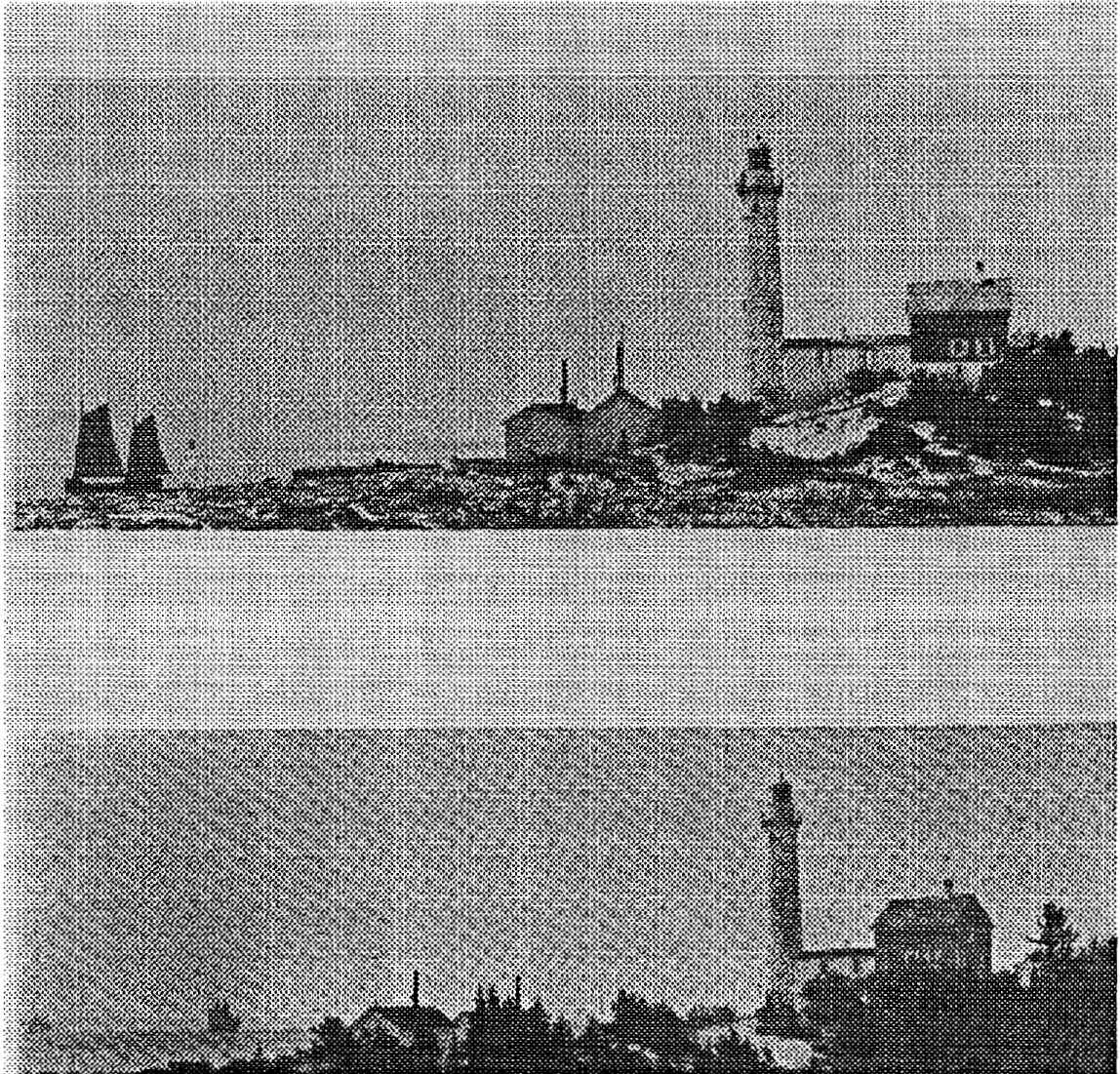


Passage Island Lighthouse was constructed in 1881. The structure was built from the same plans used for the Eagle Harbor (Keweenaw Peninsula, Michigan) and Sand Island (Wisconsin) Light Stations.

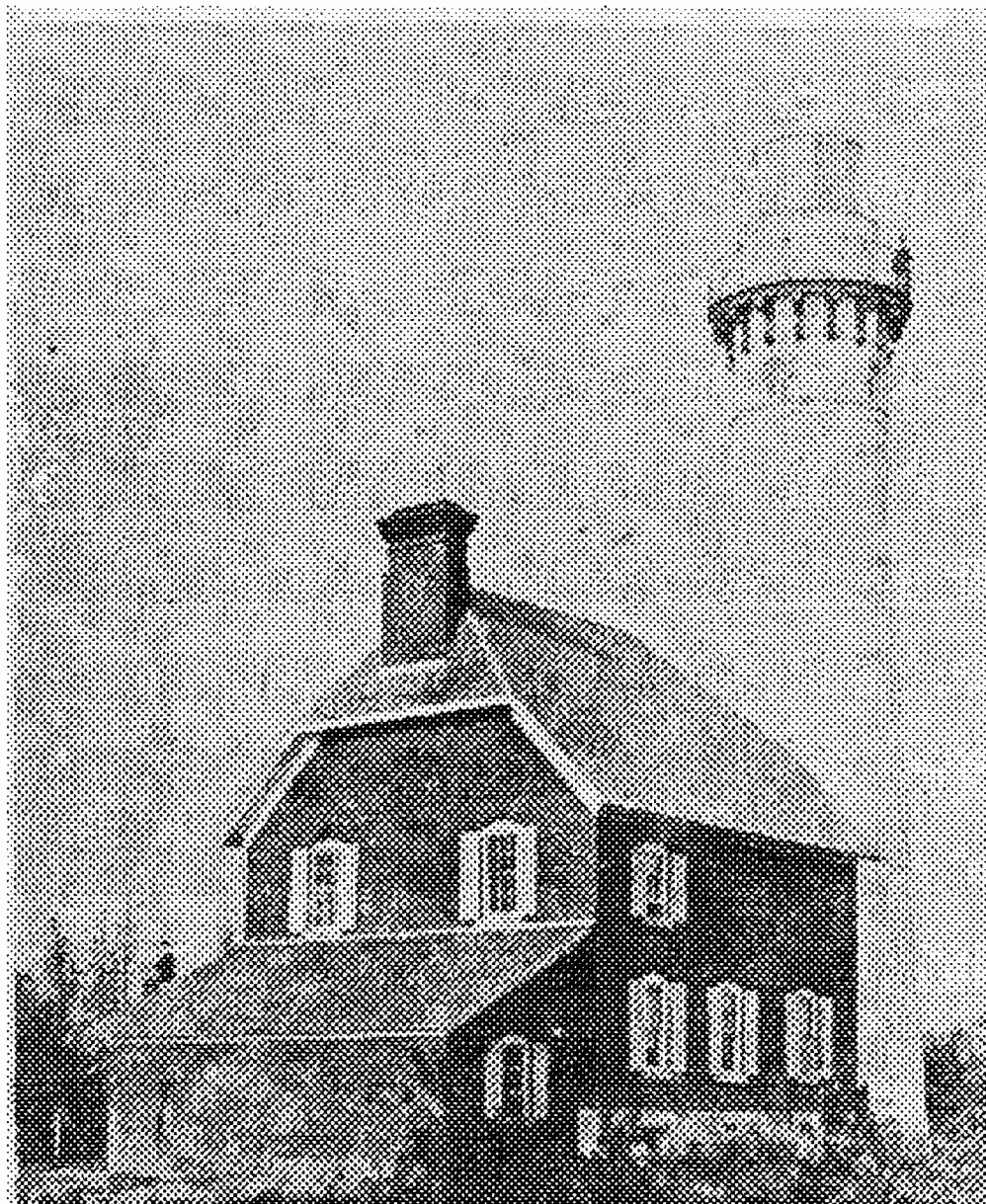




Work began in 1907 on the Rock of Ages Lighthouse. Although it was completed in 1908, its permanent, second order, Fresnel lens was not obtained for it until 1909. The station was automated in 1977. The lens was one of two second order lenses on Lake Superior; the other one was on Stanard Rock, near Marquette, Michigan. The lens was removed in 1985 and is on display at Isle Royale National Park's Windigo Visitor Center.



A lighthouse was established on South Manitou Island in Lake Michigan in 1839-40. These circa. 1880s photos depict the lighthouse after its keepers' dwelling was rebuilt in 1858. Its tower was constructed in 1871.



The Big Sable Lighthouse was constructed in 1874. The name of this station was eventually changed to Au Sable Light Station.

Letter Book 1, Page 48

General Land Office  
June 15th, 1839

Sir:

I have to acknowledge the receipt of your communication of the 10th instant, on the subject of reserving public lands for the sites of two light houses to be erected on South Manitou Island in Lake Michigan and on Presque Isle in Lake Huron.

In reply I have to state that on the recommendation of this office, the President has approved of the reservation of ten acres at each of the points described in your letter, to wit, "on South Manitou Island, in Lake Michigan" on the southwestern point of land forming the harbour upon a high knoll" and "at Presque Isle, on Lake Huron upon the point of land on the Northeast side of the entrance where the ground is moderately high". I have this day instructed the Surveyor General at Cincinnati to cause the same to be designated on the plats of the public surveys when they shall be completed, and returned to this office and to the proper Registers & Receivers to reserve the lands from sale or entry for the purposes specified.

The contracts for surveying in the state of Michigan at present only extend to within 50 to 80 miles south of the above mentioned reservations nor is it contemplated to make new contracts during this year, it would therefore in my opinion be advisable for you to have the reservations marked out on the ground and to file copies of the field notes and plats thereof in this office and the office of the Surveyor General at Cincinnati, which would enable him to give the required instructions to his deputies, when the contiguous lands are to be surveyed.

I am Sir, very respectfully, your obedient servant,

Jas. Whitcomb  
Commissioner

To S. Pleasonton, Esq.  
Fifth Auditor  
Treasury Department



Letter Book 1, Page 49

General Land Office  
November 6th, 1839

Sir:

I herewith enclose the following documents in duplicate which reached this office on the 1st of September last without a letter.

"Plat and Field notes of the Light House Reservation on Presque Isle in Lake Huron 1839"

"Plat and Field notes on the Light House Reservation on the South Manitou Island in Lake Michigan 1839"

It is presumed they are the copies referred to in the last paragraph of my letter to you of the 17th of June last, communicating the assent of the President, that the reservations should be made and that the proper officers had been instructed accordingly. Should this be the case I will thank you to inform one of the fact, and to return the notes again to this office, one copy of which will be retained on file, and the other immediately forwarded to the Surveyor General at Cincinnati for his information and government in making the survey of the adjacent public lands.

I am, sir, very respectfully, your odt. servt.,

Jas. Whitcomb  
Commissioner

To S. Pleasonton, Esq.  
Fifth Auditor of the Treasury  
and Act. Comm. of the Revenue

Letter Book 1, Page 50

General Land Office  
November 9th, 1839

Sir:

I have to acknowledge the receipt of your communication of the 7th instant, in reply to mine of the 6th instant, and returning the duplicate copies of the plats and field notes of the survey of the Light House reservations on Presque Isle in Lake Huron, and South Manitou Island in Lake Michigan, one copy of which has this day been sent to the Surveyor General at Cincinnati, for his information and government in making the surveys of the adjacent public lands, and the other placed on file with your letter in this office.

In accordance with your request I herewith enclose a copy of the plats and notes for the files of your office.

I am, Sir, very respectfully,  
Your Obedient servant

Jas. Whitcomb  
Commissioner

to: S. Pleasonton, Esq.  
Fifth Auditor and Acting Commissioner  
of the Revenue  
Treasury Dept.

Letter Book 1, Page 144

General Land Office  
January 22nd, 1853

To: Thomas A. Jenkins, Esq.  
Scy. Light House Board  
Winder's Building  
Washington, D.C.

Sir:

In reply to the inquiries contained in your communication of the 30th Ultimo relative to the location of certain Light Houses in the states of Michigan and Wisconsin, for which appropriations were made at the last session of Congress. I therewith enclose maps of the surveys of the public lands:

1st - A map of part of Madaline Island in Lake Superior embracing La Pointe and its vicinity in Townships 49 and 50 North, Range 3 West, of the 4th Principle Meridian, Wisconsin.

2nd - A map of the lands in the vicinity of the Outlets of Lake Winnebago, township 20 North of Range 17 and 18 East of the 4th principle meridian, Wisconsin, showing the tracts (marked) in the sections binding on the lake and its outlets which has been sold, being all.

3rd - A diagram of the fractional townships at the Lake Superior entrance of the St. Mary's River, township 47 North or Ranges 1 East and 1 West, Michigan.

4th - A printed map of the State of Michigan.

It will be perceived that there is no "Sound Island" on the map (3rd), nor has this office any means of knowing whether an Island of that name exists at that point. The surveys show an unsurveyed island some distance west of the immediate entrance to the river, as laid down on the plat, which may possibly be the island referred to in the appropriation.

The lands at the outlets of Lake Winnebago, having been all sold, as will appear from the map, no reservation can be made from this office. Those at "La Pointe", the survey of which has been but recently returned to this office and not having yet been put into market, are in all probability, vacant. If you will cause the particular tract required for the site of the light house to be designated on the receipt of that information at this office with the request of the Board that the reservation may be made, steps will be taken without delay by this office to have the lands set apart for the purpose.

There being two Black Rivers in Michigan, those shaded red in the printed map herewith, and no river named on our maps as South Black River, I am unable to give any information until a more definite description is furnished to me.

Very respectfully, your obedient servant,

John Wilson  
Commissioner

Letter Book 1, Page 146

General Land Office  
April 28th, 1853

To Thornton A. Jenkins, Esq.  
Secy of the Light House Board  
Winder's Building  
Washington, D.C.

Sir:

Your two several communications of the 30th December and the 22nd February last relative to the reservation of sites for certain Light Houses therein mentioned, situated in the States of Michigan and Wisconsin, together with maps previously prepared at this office embracing their supposed positions, were all laid before the Secretary of the Interior with a report from this office on the 22nd ultimo.

I have now to inform you that the President by his order bearing date the 4th instant, endorsed on the papers which have been returned to this office, with the Secretary's letter of the same date, has ordered the following named reservations for light house purposes of lands within the blue shaded lines laid down on the accompanying maps to be hereafter more particularly located, to wit:

1st - ... island near Lake Winnebago outlet - Lake Michigan - Wisconsin

Ten acres or about that quantity at each of the following named points to be selected and laid off so as to include the respective sites of the several Light Houses to be erected thereat, to wit:

2nd - ... Round Island in Lake Superior - Michigan

3rd - ... Betsey River and Lake - Lake Michigan - Michigan

4th - On or near "Rock Harbor" on Isle Royale, Lake Superior, in fractional township 66 North of Range 34 west of the Principal meridian Michigan (see map No. 4)

5th - At "La Pointe" Madelaine [sic] Island, Lake Superior, in lots 3, 4, and 5 of Section 30, Township 50 North, Range 3 West, of the 4th Principal Meridian, Wisconsin (see Map No. 5)

No reservations were made at the mouth of the Black River and Lake... nor at the Harbor of Grand Island as recommended in your communication, for the reasons that the large reservations for light house purposes had already been made at Grand Island Harbor, the order for which was only communicated to the Board with my

letter of the 26th February last.

The ten acres or thereabouts to be reserved at each of the above mentioned points, numbered 2,3,4 and 5 (see maps) will all require further action of your Board to designate the precise locations of the Light Houses on the maps, which will be necessary to enable this office to carry the order of the President into full effect. I will therefore thank you to furnish this information, and on its receipt at this office the proper steps will be taken to have the reserves laid off and designated on the official maps by the Surveyor General, provided the title to the lands was in the United States at the day of reservation.

I have this day advised the land offices of the reservations and required them to withhold from sale or entry all the lands south and east of the red line in Township 66 North, Range 34 West, Michigan, and those included by the blue shaded lines in the maps so as to allow time for the selections.

I would suggest that hereafter in requesting reservations for light houses, the information showing the precise location which has been selected should invariably accompany the request, which has been the usual course and would be found much more convenient as the precise lands needed for the purpose could then be reserved without the necessity of withdrawing more lands from the market than actually required.

I am very respectfully your obedient servant

John Wilson  
Commissioner

Letter Book 1, Page 150

General Land Office  
August 29th, 1853

Cd. L.F. Hardcastle, Esq.  
Secretary of the Light House Board  
Treasury Department

Sir:

I have to acknowledge the receipt of your letter of 18th instant enclosing an extract from a letter to your office addressed by Capt. Sitgreaves, Light House Inspector, in reference to the reservations of public land, for Light House purposes at La Pointe, Portage River, and Grand Island Harbor, and requesting that this office "will cause the changes to be made in the reservations as desired by Capt. Sitgreaves." "Chagwamegon Point" is not designated by name on the official plat of survey. On the map of the U. States by J. Calvin Smith, (published by Sherman & Smith, City of New York, 1851) that point is designated by name, as the extremity of a head land on the main land which would seem to correspond with the Northern extremity of what is called "Long Island" in the public survey.

In the absence of any diagram furnished in elucidation of the meaning of Capt. Sitgreaves, and in order to prevent the possibility of any misapprehension, there is herewith transmitted commuted copies of the plats of Townships 49 & 50 North of Range 3, West of the 4th prin. meridian.

Should the northwest extremity of "Long Island", be the point referred to, be pleased so to indicate on the maps. Capt. S. remarks that "a reservation should be made including a point about a quarter of a mile from its extremity and the light house placed opposite the middle of the channel."

The reservation of the two fractions marked, in pencil, A & B, would, (if such be the locality intended) accomplish all (& more) than he suggests. The fraction B, however, is not yet surveyed. In the event of those being selected please to describe them in your letter as follows:

The west fraction being Lot #1 of fractional section 18 on Long Island in Lake Superior, situated in township 49 North, Range 3 West, and containing fifty nine acres and seventy four hundredths of an acre, together with all the residue of said island, yet unsurveyed, lying west of said fraction, and falling into the adjoining township.

As Capt. Sitgreaves declares the reservation made at La Pointe to be unfit for the object, you are requested so to state in your



official letter, in order that this office may take the necessary steps to obtain a rescission of the order of the President for the existing reservation for Light House purposes at that point.

Capt. Sitgreaves is understood to say that the same objection as applies to the reservation at La Pointe extends also to those made for light house purposes at the mouth of the Portage River and Grand Island Harbor, but, he says, "as they are in this land district (the Willow River dist) I suppose I can have the proper sites reserved on my return to the Sault Ste. Marie." To this I have to remark that such changes in the reservation already ordered for lighthouse purposes, as the Light House Board may specifically indicate to this Office will be submitted to the President for the requisite & usual orders for reservation - and, to save time and trouble, I would suggest that in all cases where the proper designation of the tract of land desired to be reserved is in any doubt, your agent should be required to accompany his report by a diagram illustrating his meaning.

Very respectfully,  
Your obt. svt.,  
John Wilson  
Commissioner

Letter Book 1, Page 153

General Land Office  
March 7th, 1854

Thornton S. Jenkins, Esq.  
Secy of the Light House Board  
Washington, D.C

Sir:

For the information of your office I herewith transmit a copy of the map with the President's endorsement thereon of the 3rd instant ordering the reservation of certain tracts in Michigan and Wisconsin colored blue thereon for light house purposes, and rescinding the reservation at La Pointe Madelaine Island Lake Superior as recommended by your communication to this office of the 1st Ultimo. And have to state that the proper instructions for the reservations and the release have this day been given to the proper Land Offices.

I am very respectfully  
Your obedient servant

John Wilson  
Commissioner

Letter Book 1, Page 166

Lighthouse Reservation -  
- South Manitou Island -  
- 1839 -

Recorded in Lighthouse Contract Book G., pp. 33,34

(Copied from the original on file in the General Land Office and  
examined by E. Gilman - Draughtsman)

Survey of the Lighthouse Reservation on South Manitou Island in  
Lake Michigan, by E. Hathon, July 1839.

Course	Distance	Commencing at E. on the border of Lake Michigan, thence -
N 65 W	3.00	to stake at A. on bluff bank, the N.E. corner of said reservation. Pine 6 N 57 E 53 - thence
N 65 W	15.00	to post at B, the N.W. corner of this tract. Hemlock 26. S 33 1/2 W 3. Sugar 8 N 78 E 19, thence
S 25 W	7.25	to post at C. The S.W. corner of said tract Sugar 8. N 25 E 10. Maple 10. S 57 E 3, thence
S 65 E	13.00	to post at D. The SE corner of reservation on high bank, 85 links from border of Lake on same course. Pine 12. N 34 W 55 thence
N40 1/2 E	7.52	to A the point of beginning of said survey of Reservation for Lthouse, containing 10 15/100 acres.

Meanders from E. up the Lake

S 54 3/4 W	8.35
S 61 W	3.50
S 81 W	15.75
S 64 W	11.50
S 43 1/2 W	25.30

Meanders from E. down the Lake

N 25 1/2 E	17.26
N 80 W	13.50
N 49 1/2 W	14.15
N 33 W	14.00
N 22 1/2 W	17.50
N 9 W	19.75
North	6.90
N 8 E	17.00 to wharf N side
N 19 E	8.00

Bearing from F. to tree on the mainland

S 17 1/2 E

Bearing from E. to the same tree

S 16 3/4 E

Distance from E. to said tree on, or near the opposite shore, 7 miles, 47 chains, and 27 links.

Bearing taken by the compass.

The foregoing notes were taken with a variation of 3 degrees 30" East.

Signed A. E. Hathon, Sur.

Letter Book 97, Page 42

[Although the area described in this letter is not within the boundary of Sleeping Bear Dunes National Lakeshore, the location is nearby.]

Grand Traverse, Michigan  
Aug. 24, 1859

Hon. Secretary of War:

Dear Sir:

At the request of the settlers on the Peninsula in Grand Traverse Bay, I beg permission to call your attention to the fact that, at their last session Congress appropriated five thousand dollars to the building of a lighthouse at the northern extremity of this peninsula: and, as the country around this bay is being rapidly settled; and a great business is being done in lumber and agricultural productions, etc., and Steamers enter this Bay every few days throughout the shipping season, a lighthouse has become a desideratum of the safety of our shipping at this point, marine accidents having already happened for want of it.

I have therefore been requested to ask you whether this lighthouse will be built by contract? and if so, we would thank the department having charge of it to give us an opportunity to build it, as we, being near it, could do so at less expense than persons coming hither from a distance, because we are at home here, and, if we had the job it would consume our excess agricultural produce that does not bear transportation, and give employment to our teams at a time of leisure.

The land belongs yet to the United States, and it may therefore be advisable to reserve it from sale, by giving notice to the land office at Traverse City, Mich. Ordinary building stone and limestone may be gathered on the beach of the Bay, though there is some difficulty in loading them, as a loaded scow can not every where come to the dry land. There is no stone quarry within less than fifty to seventy miles accessible by water craft, on the eastern shore of lake Michigan, towards Mackinac.

Without particular examination, we think blue clay may be quarried on the government land within half a mile, perhaps much nearer the site, and excellent sand for brick is in the spot.

As there is not a convenient farmhouse to board the builders within two miles of the site, it may, perhaps be advisable to build a wooden keeper's house first, or a temporary boarding shanty of rough lumber, which may afterwards be used as roofing, scaffolding, fencing, and stabling.



Letter Book 97, Page 249 is missing, was written by Hon. H.M. Rice on Feb. 21, 1860 relative to the construction of the Raspberry Island Lighthouse & relighting Round Island.

Letter Book 97, Page 317 is missing, was written May 5, 1860, by the Hon. H.M. Rice, Washington relative to the erection of the Raspberry Island Light House.



Letter Book 97, Page 398

Steamer North Star  
on Lake Superior  
July 21, 1859

Hon Howell Cobb  
Secretary of the Treasury

Dear Sir:

The master of this steamer Capt. Sweet has just pointed out to me Raspberry Island, as a point where there was an appropriation last Congress, \$6,000 to build a "light House". He has explained to me the difficulty and peril of negotiating this part of the lake in the night time, without some guide at the point named. He has satisfied me that there is an urgent public necessity for this improvement, and the object of my letter is to ask you to order Capt. Smith (who I believe has charge of this branch of the public service) to commence this work with as little delay as possible.

Your attention to this matter will confer benefit on a large number of people.

Very respectfully yours,

J.D. Bright

Letter Book 142, Page 363

Office L.H. Engineers 1st and 2nd Districts  
Boston, April 10, 1863

Sir:

I have the honor to report my arrival at New York on the 8th Inst. and here yesterday from New York, where I left the Guthrie, which will proceed to New Bedford with the first fair wind. Her arrival will be reported to you at once. The passage home was very stormy and I was forced to put into New York or run the risk of being out several days longer. Your letter of 8th instant is received, and the apparatus for Cranberry Is. will be forwarded to Col. Graham immediately on the arrival of the Guthrie.

I will report to you in person next Tuesday morning, at which time I will hand you the conclusion of my report on the condition of the southern lights.

I very much desire the opportunity to explain to you personally some matters mentioned in the several branches of the report.

Very respectfully, your obdt. servt.

Wm. A. Goodwin  
Act L.H. Eng.

To: Adm. W.B. Shubrick, U.S.N.  
Chairman, L. H. Board

Letter Book 142, Page 456

Office L.H. Engineer  
Boston, June 2, 1863

Sir:

I fear that an error has occurred in the transmission of the apparatus ordered by you to be sent to Lt. Col. Graham, March 28th - 8 cases marked "C", (which all the description I had of the 5th order apparatus for Raspberry Is.) were forwarded to Col Graham, April 15th.

I am informed that a 5th order lens F.V.F., case marked "C", is among the articles recently returned by me to the office in New York, and that a 4th order lens, F., is missing from another set of apparatus also returned thither.

I have not heard from Col. Graham that the apparatus has been received, and respectfully suggest that directions be given for the forwarding of the F.V.F. lens, and the return of the other, if it be not required in the western districts.

Very respectfully, your obdt. servt.

W.A. Goodwin  
Act Eng 1st & 2nd L.H. Dists.

To: Adm W.B. Shubrick, U.S.N.  
Chairman L.H. Board

Letter Book 142, Page 469

Office L.H. Engineer  
Boston, June 5, 1863

Sir:

Your letter of 3rd inst. relative to error in forwarding lens to Lt. Col. Graham, Detroit, is received.

The apparatus was selected from among a large number of cases, and forwarded while I was last in Washington. I am assured by Mr. Dunnier, that the cases sent were in conformity with the only description of this set, with which I was furnished, viz., 8 cases marked "C". They had other marks, but the distinguishing "C" was on each of them, and, not apprehending the possibility of mistake, he did not open any of them, which, as far as I know, it is not customary to do so.

I very much regret the error, but do not wish to avoid its responsibility, as Mr. Dunnier did all that I could have done. As I have not heard from Lt. Col. Graham of its receipt, I am induced to hope that he has not yet opened it, and that the mistake may be corrected in time. As the apparatus is now in charge of Com. Parnell, I have conveyed to him your order to me, by sending him your letter, with a recital of the facts of the case.

Very respectfully, your obdt. servt.

Wm. A. Goodwin  
Act. Eng. 1st and 2nd L.H. Dists

To: Adm. W.B. Shubrick, U.S.N.  
Chairman L.H. Board

Letter Book 151, Page 146

General Land Office  
Dec. 3rd, 1863

Sir:

I have received your letter of the 24th ulto, in which you request, as chairman pro tem of the Light House Board, that certain lands may be reserved for Light House purposes, which you describe as follows, viz: Gull Island, one of the Apostles Group, Williams Island in Grand Island bay, SE part of Grand Island, Granite Island, the easternmost one of the Huron islands, and Keweenaw Point in Michigan.

On examining the maps and township plats in this office, I can find no such island thereon as Williams Island in Grand Island Bay and i have to request a more particular designation thereof in order that it may be identified and its condition ascertained from our records.

It appears that Granite Island is no longer the property of the United States, having been sold to Henry [? burned] B. Lathrop on the 7th of May 1851.

Of the other lands described, I herewith enclose diagrams showing what tracts have been disposed of by the United States, with the request that you will cause to be indicated thereon the particular tracts among those not disposed of, which you desire should be reserved, and return the diagrams.

Very respectfully, Your obt. servant,

J. M. Edmunds  
Commissioner, General Land Office

To Gen. Jos. G. Totten  
Chief of Engineers  
Engineer Department  
Washington, D.C.

[a small map of Gull Island and the eastern end of Michigan Island are bound four pages beyond this letter. The map says that Gull Island contains 3.35 acres]

Letter Book 151, Page 191

Treasury Department  
March 3rd, 1864

Sir:

In accordance with the recommendation of the Light House Board of the 2nd Instant, I am directed by the Secretary to authorize the appointment of an Assistant Keeper of the Light House on Raspberry Island, Wisconsin, at a compensation of three hundred dollars per annum, and you are requested to instruct the Superintendent of Lights for that District to nominate a suitable person for the position.

I am very respectfully

M.B. Field  
Asst. Secretary of the Treasury

To Rear Admiral  
W.B. Shubrick  
U.S. Navy  
Chairman, Light House Board

Kirkwood House  
Washington, D.C.  
Dec. 15, 1863

Sir:

The undersigned in behalf of the contractors to build lighthouses and keepers dwellings on Lakes Michigan and Superior, under contract of July 17, 1854, herewith presents his claim for extra work performed under the direction of the Government agent in the execution of the said contract; and in the establishment of this claim presents the following facts:

The contract was entered into by Alanson Sweet, Luzerne Ransom and Morgan E. Shinn. During the summer of said year the contractors built two lighthouses, one at Milwaukee and the other at Grand River. They then became embarrassed for want of money, and on the 14th of Febr'y 1855, I was induced to enter into the contract, buying out the interest of Shinn, and agreeing to furnish all the funds and materials for the successful prosecution of the work. It was represented to me that \$4,000 was all the outlay that I should be subjected to, in view of the payments made by the Government on the completion of the separate works. I entered into the contract in good faith; constructed a vessel which was necessary for the erection of Lighthouses on Lake Superior; went to New York and purchased glass, slate, copper, and other materials, and furnished all the funds required for the payment of labor on the works and other expenses. At the end of the season of 1855, I had advanced more than \$27,000 - over and above what I received.

The works were at length completed after considerable delay and embarrassment occasioned partly by the intrinsic difficulties of the construction of works on a Lake the navigation of which was difficult and expensive, but more by the delay of the Department in the location of sites and by variations from the contract involving a vastly increased amount of labor and expenditure. In the spring of 1858 I came to Washington to obtain, if possible, the final settlement of the claims under the contract.

At that time many of the Light Houses had been taken possession of by the government for months, in one case nineteen months, without any payment having been made thereon. I made a settlement for the contract work, receiving therefor the balance of \$37,582 - instead of \$41,430 - as called for by the contract, leaving to be hereafter adjusted the amount due the contractors for variations from the contract and extra work performed under the direction of the Government agent.

But it may be said that the contractors are concluded by that settlement. To this I reply that the facts in the case preclude



the possibility of supposing that I consented to waive the contractor's claim for amount due by variations of the contract, for instance:

The Light House at Passage Island [Michigan Island] was constructed seventeen (17) miles from La Pointe the place specified in the contract, where was a good harbor with easy landing and abundance of stone and timber. It was constructed upon one of the most exposed points on Lake Superior, where there was no harbor, ten miles from any place where stone could be procured, on a perpendicular bluff 110 feet high up which all the material had to be hoisted with capstan and horsepower. For the construction of the Light House I received \$3,290 - when the actual cost of construction was from \$11,000 to \$12,000, or more. So also the cost of the Grand Island Light House was some \$8,000 more than received for it, to say nothing of the railroad hoisting machine and other property left for Government use, amounting to nearly \$1,400. It may be asked why we consented to build light houses at points not specified in the contract. To this I answer that we had a boat loaded with the material and implements for the construction of the works and a crew of 38 men and laborers waiting to go to work. To have received definite instructions from Washington would have occasioned the ruinous delay of nearly if not quite two months. We did the best we could under the circumstances in the full confidence that the authority of the Government agent was ample to direct the change and relying in full faith upon the equity of and justice the Government to protect us from loss.

But the second answer to the objection to our claim on the ground of previous settlement, is one conclusive so far as the equities of the case (which we suppose the Government is alone disposed to inquire into) are concerned, and this is that the settlement was absolutely compulsory. In the management of one of the Railroads of my state I had become largely responsible as endorser of its obligations. The financial crisis of 1857 had involved me almost beyond the hope of extrication. My need of the money due me on the contract was imperative. I could not afford to postpone or wait for a more favorable time for the settlement of my claim. I was compelled to take just what was offered me to save myself from pecuniary ruin. I did so, not doubting that when my claim came to be considered by any one other than a swindling and disloyal Secretary, who was notoriously hostile to every Northern claimant, my claim would be placed by the Government, in disregard of technicalities, on the ground of equity and justice.

The second ground of objection to our claim may be the alleged imperfections of the works constructed by us. To this we reply that the works subsequently to their construction were all examined by a Government Agent appointed by the Secretary of the treasury and deductions from the contract price in accordance with his report were made in the settlement with us. These deductions we then regarded and still regard as unfair, extravagant and unjust,

but are still willing to abide by them and strike them from our claim. I say further without fear of contradiction that the works constructed by us, under all the disadvantages under which we labored are not surpassed by any public works constructed upon the Upper Lakes.

Certain it is that for myself individually I spared no expense or trouble - and enjoined most strictly upon my associates the rigid and faithful fulfillment of the contract.

Another objection may be urged against our claim - that there was delay in the construction of the works. The answer to this is simply that Government did not see fit to vacate our contract on this account, knowing 1st, that this delay was occasioned in a great measure by its own failure to locate sites for the Light Houses, by the vastly increased labor imposed upon us by the variations from the contract which its own agent had authorized, and by the fact that it could enter into no new contract for the erection of the lights, upon anything like the reasonable terms obtained from us. This objection, like the preceding, comes too late, the Government having accepted the lighthouses and entered into occupation.

For the better understanding of our claim I present the accompanying printed document [not bound in this volume], with the accumulated evidence which it presents in the form of affidavits in regard to the construction of the Light Houses and the expense thereby incurred. In presenting our claim as therein set forth I am willing to subtract from the sum \$3,848 - being the amount deducted from the contract price, and also the charges for all work and material which by possible implication could be included in the contract. These are for chimney pieces and skirting amounting to \$1,086 - These items would make a reduction of our claim of \$4,934, leaving it \$31,570.

I will only say in the enforcement of the equities of this claim that I have expended in the construction of the Light Houses included in the contract over \$15,000 in cash more than I received from the government, to say nothing of the diversion of capital from other more profitable investments, the embarrassments occasioned by the delay of payments, and the time employed and expense incurred by the contractors in the superintendence and direction of the work. If our claim is allowed in full, we shall still be losers by the contract.

I ask for no favor from the Government. I have no desire to be a pensioner upon its bounty. I ask only for justice - that our claim shall be allowed or rejected upon its substantial equities and with this I shall be content.

The question may be asked, Why the delay in the presentation of the claim? I answer briefly that I knew that time and means would be

required to prosecute it which I had not at my command, and that the condition of the country imposing vastly increased labor on the Departments, was unfavorable to its careful consideration. I may perhaps be allowed the benefit of some patriotic feeling in not pressing a private claim in the public emergency.

Yours respectfully,

J.B. Smith

To Rear Admiral  
W.B. Shubrick  
Chairman. L.H. Board  
Washington

ref to Com Eng Dec 26, 1863

Letter Book 152, Page 113

Washington  
February 5th, 1864

Sir:

Allow me respectfully to request the appointment of an assistant light house keeper at the Raspberry Island Light House station on Lake Superior.

Allow me also to request that the keeper of the light be permitted to name his assistant.

Very respectfully, your obt servt

Hon. W.D. McIndoe  
M.C. Congress, 6th District, Wis

to Rear Admiral  
W.B. Shubrick  
LtHouse Board  
Washington, D.C.

Letter Book 152, Page 118

Milwaukee  
Feb'y 18th, 1864

B.W. Keyser  
Chief Clerk, Light House Board

Sir:

Will you please inform me if the Light House Board has taken action on my memorial, and if so, what is their decision?

Very respectfully,

J.B. Smith

Milwaukee, March 1, 1864

Rear Admiral, W.B. Shubrick, Chairman of the Lighthouse Board

Sir:

Your favor of the 13th Ult. informing me of the action of your Board on my memorial of the 15th of December last is at hand, and although it may be difficult for one to be heard through a door shut in his face, I beg to offer a few suggestions for the consideration of the Lighthouse Board.

The Fathers of the Republic ordained the constitution among other things "for the establishment of justice" and every officer under it is bound and obligated to carry out the designs of the Fathers' and I ask that the Lighthouse Board shall not ignore the requirements of that sacred instrument. I ask no charity from the government. I ask justice and you deny it me. Perhaps you think not. But what justice is there in your using my property and refusing to pay me for it. You have a railway in use at Grand River, Michigan, which you have been using for years which is my property. You have never paid me a dollar for it, yet you refuse to consider my claim. You have a railway in use at Grand Island, Michigan which cost me more than \$1500. When your agent required us to build a lighthouse not where the contract specified but miles away from the contract locality, and at an extra cost of many thousand dollars, and that railway is necessary for the use of the government, and you not only refuse to consider our claim but continue to use this property without payment. Is that justice? You have had the use of my vessel to transport your agent and property from point to point and when I ask for pay you say the door is closed, we can not hear you. I will not enumerate the claims in this communication as they have once been presented. I only take these as specimens & show the injustice of the Board in shutting the door in my face. In my communication which you have before you, I waived our claim on account of the unjust deductions made by Mr. Cobb supposing that might release the matter of some of the technicalities which might be raised. I find that was a mistake, when justice, not law is to be considered, no rights should be waived and now I intend to raise that question. Permit me to call your attention to the usage we received in that settlement. Finding the strong prejudice existing through misrepresentation at Washington, and being on the verge of ruin partly through the usage we had received from the agents of the Light House Board, I was induced to take what I could get at that time, and submitted to a robbery which under other circumstances I should have resisted. By taking what I could get I kept my head above water. I will name two items of the deductions as specimens (If you will hear me I shall take up the whole subject.) The advertisement for proposals for building the Lighthouses on Lake

Superior called for stone structures and the plans furnished to work by were for stone and the bidding was for stone, and the contractors never discovered that a different construction could be put upon the contract till I made the discovery after about the time I became a party. I called the other contractors attention to the language and they said these were to be of stone, not feeling safe I asked Capt. Sitgreaves, the inspector, about it, and he told me they were to be built of stone and that was the understanding. Yet you perceive we were docked two hundred dollars each on the Lighthouses at Portage River and at La Pointe for differences between brick and stone, I urged this upon Lieut. Smith, then the Lighthouse Inspector, but he said he did not care the contract called for brick and brick, must he had [?]. There are other deductions equally outrageous. I supposed that as we had fallen into prejudiced hands, that the time would come when these wrongs might be righted. I am still of that opinion though you seem disposed to drive me to another tribunal for redress with all the expense, trouble, and delay attendant thereon. You bind contractors in every way possible to follow the instructions of your agents, and then you ruin them for following these instructions. Your agents wrong your contractors and then you allow technicalities to permit your righting the wrongs. This may be strong language and I admit it is, but I am human. I feel as though justice had been denied me, that the agents of government are treating my claim different from what they would were it a personal matter. You deny me what I think is due to every American citizen, a fair hearing. You shut the door of justice in my face. Those as I assert have been wronged by the action of your Board by the instruction of a Secretary of the Treasury prejudiced against Northern men. A traitor was in arms against the government whilst my sons are shedding their blood to sustain it. What sort of category does it place your Board in now to meet my claims with the answer "we look upon the settlement as final and will not consider the question". I do not believe you wish to be put in any such position. I will not pursue this subject further now. I ask you to reconsider your decision, give me a hearing, open the door of the temple of justice, and let justice be done. I think when you consider that a large portion of the claims submitted are matters which have never been acted upon in any manner and are not affected by any settlement whatever, that you will give me a hearing. Should you decide to do so, I wish to be heard before your committee in person.

Very respectfully,

J.B. Smith

Letter Book 152, Page 192

Washington, June 10th, 1864

Sir:

I have received an application from David J. Cooper, keeper of the Light House near La Pointe in Lake Superior, for the appointment of an assistant.

The Light House is situated on a barren island or point of land. The keeper, Mr. Cooper, has to cut his wood on the main land and boat it to the island a distance of 5 miles and if he cultivates a garden he has to do it on the main land. I think he should be allowed an assistant if within your power to grant.

He names William La Pointe as a suitable person to receive the appointment. I enclose herewith diagram showing situation of the Light House.

Very Respectfully,  
Your obdt. servt

W.I. McIndoe  
Member of Congress, 6th Congressional District  
Wisconsin

To: Commander Shubrick  
Chairman L.H. Board  
Washington, D.C.



Letter Book 162, Page 3

Engrs. Office, 10th & 11th L.H. Districts  
Detroit, June 29th, 1863

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board, Washington

Sir:

The 5th order lens for the new lighthouse at Raspberry Island has at length, arrived here, though too late to be sent to its destination by the L.H. tender Belle which is now on her rounds.

I will ship it tomorrow, together with all the appurtenances, to Bayfield, Wis. directed to Commodore W.H. Gardner, L.H. Inspector 11th District, who will take it on board the tender on her arrival there and have it transported to Raspberry Island and placed in position, and will then report accordingly to the Light House Board. The light will be exhibited on or about the 20th of July proximo. I herewith return the notice which was forwarded to me on the 16th of April last with the blanks, that were left therein, proper filled.

Very respectfully,

J.D. Graham  
Lt. Col. of Engrs.

Notice to Mariners

New Lighthouse on Raspberry Island  
(one of the Apostle group)  
Lake Superior, Wisconsin

Official information has been received at this office from Lieut. Col. J.D. Graham, Corps of Engineers, that the new lighthouse on Raspberry Island (one of the Apostle group) in Lake Superior, has been completed and will be exhibited on or about the 20th of July 1863.

The tower is placed on top of the keeper's dwelling, which, with the tower, is painted white. The height of the tower from the ground to the focal plane is 37 feet, and the height of the focal plane above the lake level is 77 feet.

The illuminating apparatus is a catadioptric lens of the fifth order, System of Fresnel, and will shew a fixed white light varied by bright flashes at intervals of one minute and thirty seconds, and should be seen, in ordinary states of the atmosphere, from the deck of a vessel, a distance of fourteen (14) nautical miles. Its position is not yet determined; but approximately it is, Lat. 46 degrees 59' 30" N, Long. 90 degrees 52' West.

[may make a nice exhibit, if it can be copied]

Letter Book 162, Page 66

10th and 11th L.H. Districts

Col. J.D. Graham's Annual Report for 1863

[this report is 190 pages long]

[on page 131 there is information on Raspberry Island]

towers and keepers' dwellings at                      on Lake Huron,  
and White Fish Point, Manitou Island, and Raspberry Island, on  
Lake Superior.

The iron pile towers and the keepers dwellings at the three stations first above named have received two coats of white lead in oil throughout.

Raspberry Island light house, being a wooden framed building with tower on top, has also received the same.

[on page 176 there is brief information about La Pointe Light. Repairs to La Pointe Light House are suggested at \$600]

Letter Book 162, Page 68

Office Lt. House Inspector  
Detroit, 27 Nov. 1863

Sir:

I enclose herewith a copy of a letter from the Lt. Keeper at La Pointe, in relation to the condition of the premises under his charge, for your information.

In regard to which I would respectfully refer you to my report.

Very Respectfully,  
Your obdt. servt.

W.H. Gardner  
Lt. H. Inspector 11th District

To Rear Admiral W.B. Shubrick  
Chairman Lt. House Board  
Washington, D.C.

Letter Book 162, Page 68 enclosure

La Pointe Light House  
Nov. 12, 1863

To W.H. Gardner

Dear Sir:

I have the honor to report to you that the grounds around this lighthouse is in a very bad condition, and it is impossible to keep it otherwise.

The wind drifts the sand away from the house, so that it is all I can do to keep the foundation secure. The house also needs painting, it has not ben painted since the season it was built (1858) something must be done here sometime and the longer it is left undone the more it will cost to do it. The place could have been put in good condition two years ago for less than half than it can now. I am doing the best I can to keep the place up, but unless I have help it will go to ruin in spite of all I can do.

Very respectfully,  
Your obdt. servt.

D.J. Cooper  
Keeper, La Pointe Light House

Letter Book 162, Page 108

Office Lt. House Inspector  
Detroit, 14th March 1864

I am in receipt of a letter from the lt. keeper of Raspberry Island, 26 ultimo, reporting one of the flash lights of glass being broken by falling from the frame while cleaning it. I was present at the opening of the various packages of the lens for this station; and found some of the flash lights of glass very rough on the edges and cracked on the corners. I should judge the cause to be original bad, or careless packing, as the packages had not been opened until Raspberry Island.

I have therefore to request that a few spare flashlights of glass suitable for the lens at this station may be forwarded with the other supplies estimated for this district for the present season.

Very respectfully,  
Your obdt. Servt.

W.H. Gardner  
L.H. Inspector, 11th District

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington, D.C.

Letter Book 162, Page 118

[Portions of this three page letter were burned, and are missing]

Office 10th and 11th L.H. District  
Detroit, April 1, 1864

To Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington

Sir:

I have the honor to submit the following report and recommendation for the protection of the La Pointe light house, Lake Superior, whose condition was reported to the Lighthouse Board by the Inspector of the 11th District under date of the 12th of November last, which report was referred to me by the Board on the 30th of that month.

It appears that this light house is situated a sufficient distance from the lake shore to prevent any invasion from the lake waves, but being built on ground composed of pure sand, and the foundation being composed of square timbers placed one above another running longitudinally of the \_\_\_\_\_ sides of the building, which foundation \_\_\_\_\_ laid only about two feet below the surface.

\_\_\_\_\_ accompanying drawing marked A, it \_\_\_\_\_ undermined, especially at the four corners. The action of the winds, which force sand away, thus threatening the safety of the building. If the foundations were buried, upon the present plan, lower down \_\_\_\_\_ the purpose of preventing the excavations now extending beneath them, the sand would be banked up against the sides of the house probably to a height that would reach the lower windows and endanger them besides shutting out the light from the dwelling portion of the building.

It seems necessary therefore, that some plan should be adopted for supporting the building at such a height above the surface of the ground as will allow the land to be blown clear away underneath its lower floor without jeopardizing its security.

With these views, which prevailed in joint discussion of the subject by A. Lederle, Clerk of the Works, and myself, he being well acquainted with the building and its \_\_\_\_\_ was committed to \_\_\_\_\_ a report and illustrative drawings accompanied by an estimate of cost. His report is hereto attached, with the drawings upon a sheet marked A and the estimate marked B, amounting to the sum of \$3,082.75.

It seems difficult to render permanent relief to this building without resorting to some plan at least as expensive as that given in detail in the aid report and drawings, and I do not think that

one more secure, and at the same time observing the comfort of the inhabitants of the dwelling could be adopted.

I therefore recommend it to the favorable consideration of the Light House Board. If approved I would recommend that the work be commenced immediately on the opening of navigation in Lake Superior.

Very Respectfully,

J.D. Graham  
Colonel of Engrs.  
L.H. Engr.



Letter Book 162, Page 118 enclosure

\_\_\_\_\_ of Anthony Lederle, Clerk of the Works, \_\_\_\_\_ J.D. Graham, Engineer 10th and 11th L.H. Districts, upon securing & protecting the foundation of the Light House at La Pointe, Wis.

Detroit, March 31st, 1864

Colonel J.D. Graham, U.S.A.  
Engineer 10th & 11th L.H. Districts  
Detroit, Michigan

Sir:

I herewith submit to you a report upon the subject of protecting and securing the foundation of the Light House at La Pointe, Wisconsin. A drawing illustrating the work proposed to be done, marked A, & an estimate marked B, are hereto attached.

The lighthouse in question was built in 1858. it is a frame dwelling surmounted by a wooden tower. Its foundation consists of a wall of square timber (pine) commencing at a depth of two feet below & rising to a height of one foot above the surface of the ground. (See drawing) The L.H. is situated upon a narrow neck of land, which is covered with fine sand to a depth of over 8 feet.

The keeper reports that by the action of the wind \_\_\_\_\_ this force from the windward corners \_\_\_\_\_ up by the eddy of the wind against the leeward sides of the building.

The same condition existed at the Kalamazoo Light House, on the Eastern shore of Lake Michigan, previous to rebuilding it in 1859. At times, when the wind blew, the foundation on one side of the dwelling was nearly laid bare, while the opposite side was buried in a sand hill to the very eaves of the roof. This difficulty was obviated in the new lighthouse at Kalamazoo, which is a wooden building similar in construction to the La Pointe Lighthouse, by setting the building on iron columns supported by brick piers, commenced to a depth of three (3) feet below the surface & carried up to the level of the ground. the wind having a free sweep under the building and the iron columns offering but a small surface of resistance, no sand can accumulate either under or on any side of the building. The surface of the ground was protected against the action of the wind, as follows:

The area covered by the building was planked with matched pine flooring stuff. The ground without, to a width of 50 feet all around the building, was covered with a layer of brush wood [upon] which was placed a layer of rubbish \_\_\_\_\_ stone walls of the dwelling. The Kalamazoo Light House has withstood five seasons & no difficulty has been viewed with regard to the shifting and accumulation of sand. This mode of protection having proved

effective, it is proposed to secure the foundation of the La Pointe Light House in a similar manner, viz:

To remove the present timber foundation, which in just a few years has become decayed, to raise the building to a height of four feet above the ground, to place it upon iron columns supported by stone piers, the latter to be sunk four (4) feet below the surface of the ground & secured to the columns by wrought iron bolts, running through their centers, to the sills of the house. The surface of the ground under and around this building, it is proposed to secure it [thus], covering it with a layer of gravel six inches thick, provided that enough coarse gravel for this purpose can be obtained in the immediate neighborhood of the lighthouse, otherwise to be covered with matched fine plank 2" thick. More effectually to exclude cold air from the floor of the dwelling, it is proposed to seal up underneath the flooring with matched stuff 1" thick. the cost of the jack screws required to raise the building preparatory to placing it on iron [columns] provided for on the estimate. They could not be hired for much less than the price of purchase, and can be readily sold after the completion of the work, or reserved for future use.

The chimney of the house is built of brick made of cement mortar. It is proposed to build with hard bricks that portion of the chimney, which is above the roof & which already shows the effects of the frost.

The building at La Pointe has never been painted since it was erected (1858) & it is therefore proposed, for its better preservation, to give its woodwork & iron work two coats of white lead in oil throughout.

Respectfully submitted,

Anthony Lederle  
Clerk of Works

Letter Book 162, Page 118 estimate

for securing & protecting the foundation of & for painting  
the Light House at La Pointe, Wisconsin.

- 12 Cords of building stone for foundations Piers, at \$20 per cord	240.00
- 3 M bricks at \$20 per M	60.00
- 36 Bbls. of water lime at \$2 per bbl	72.00
- 3 bbls. of Quick lime at \$1.50 per bbl.	4.50
- 3 M feet of seasoned lumber at \$35 per M	105.00
- 2 M feet of common lumber at \$20 per M	40.00
- 300 lbs of nails, at 8 cents per lb.	24.00
- Cast iron columns, weighing together 3,220 lbs., at 10 cents per lb.	322.00
- Wrought iron screw bolts, 1 1/4 " diameter, 9 feet long, with nuts and washers, weighing together 800 lbs., at 15 cents per pound	120.00
- 30 jack screws for raising building, at \$8	240.00
- For one scow lighter for transporting gravel from the neighboring shore to the lighthouse	120.00
- 60 days of mason's labor at \$2.50 per day	150.00
- 180 days of common labor at \$1.50 per day	270.00
- 60 days of carpenter & painter labor, at \$2.25 per day	135.00
- Subsisting the working party	250.00
- Transportation of men and materials	500.00
- Paints, oils & c. for painting keepers' dwelling & L.H. tower	150.00
	<u>2,802.50</u>
- Add 10 per cent for contingencies	280.25
- Total amount	\$3,082.75

Detroit, March 31st, 1864  
Anthony Lederle  
Clerk of Works

Engineers Office 10th & 11th L.H. Districts, Detroit  
April 1st 1864

Examined and approved.

J.D. Graham  
Colonel of Engineers  
L.H. Engineer

Letter Book 162, Page 119

[a 13 page itemized request for supplies includes items for La Pointe, Raspberry and South Manitou Islands, I will only list items intended expressly for these three stations]

Office Light House Inspector  
Detroit 30th January 1864

The following articles of supplies, illuminating apparatus & such will be required for distribution to the Light Stations of the Eleventh Lt. H. District during the present year.

<u>Name of Article</u>	<u>Articles Required</u>	<u>Articles on Hand</u>	<u>To be Provided</u>
small chests of tools for the following Lt. Stations			
South Manitou Island	1	not any	1
La Pointe	1	not any	1
Raspberry Island	1	not any	1

There is also required two full sets of curtains for each of the following Lt. Houses in this district to be fitted with rings at the top, with the exception of Point Aux Barques and Chicago, these two lights are already provided with one set of curtains. I also give the number of astrogals, the number of dark pane, the distance between each astrogal, and the length of each curtain.

<u>Name of Lt. Station</u>	<u>Number of Astrogals in each lantern</u>	<u>Number of Dark Pane</u>	<u>Distance between each Astrogal feet/inches</u>	<u>Length of Curtain feet/inch</u>
South Manitou Isl.	9	2	2' 2 3/4"	3' 2"
La Pointe	9	1	2' 2 7/8"	3' 2"
Raspberry Island	9	2	2' 2 5/8"	3' 3"

Very Respectfully

W.H. Gardner  
L.H. Inspector, 11th District

To: Rear Admiral W.B. Shubrick  
Chairman, Lt. H. Board  
Washington, D.C.

Letter Book 162, Page 121

[On April 5, 1864, W. H. Gardner also prepared another supplies and disbursements list for the "quarter ending 30th June 1864. On it he requests money for boat construction/purchase for the following stations.]

Building new boats for the following light stations (at \$100 each) Viz:

Grand Traverse, Cheboygan, Bois Blanc, Presque Isle, De  
Tour, Charity Island, Ottawa Point, Bayleys [sic] Harbor,  
Tail Point, Pottawatomie, Port du Morts, Raspberry  
Island, and Minnesota Point. \$1,300.00

Letter Book 162, Page 128

Detroit, April 22nd, 1864

Rear Admiral, W.B. Shubrick  
Chairman L.H. Board, Washington

Sir:

In reply to your letter of the 15th inst., I have to state that the estimate for the cast iron columns for securing and protecting the foundation of the lighthouse at La Pointe, namely 3,220 lbs. at 10 cents ... \$322.00, is correct. But Mr. Lederle made a mistake in putting the length of the iron columns at 4 feet. He depended on his memory for this as the model was not accessible at the time. The length of those columns are designed to be only \_\_\_\_\_ feet, and the hollow cylinders will \_\_\_\_\_ be one inch thick. I herewith forward a corrected drawing.

Very respectfully,

J.D. Graham  
Col. Engr.

Letter Book 162, Page 148

Detroit, May 19, 1864

Rear Admiral W.B. Shubrick  
Chairman of the L.H. Board  
Washington, D.C

Sir:

I herewith enclose my lighthouse accounts, balanced the 30th of April ult. on account of the following appropriations, viz:

1. General appropriations for repair & c. of L.H.'s
2. App'n. for a L.H. on Raspberry Island...

[several more points which are not germane to this project]

Very respectfully,

J.D. Graham  
Col. of Engrs.

Letter Book 162, Page 150

Office of the 10th and 11th L.H. Dist.  
Detroit, May 21, 1864

Rear Admiral W.B. Shubrick  
Chairman of the L.H. Board  
Washington

Sir:

I enclose herewith an estimate for funds under the general appropriation for repair & such of lighthouses, amounting to \$5,500, to enable me to carry out the instructions of the L.H. Board of the 17th inst. with regard to repairs of Light Houses at Buffalo, N.Y. and at La Pointe, Wis.

Very respectfully,  
Your obdt. servt.

W.F. Raynolds, Col  
L.H. Engineer



Letter Book 162, Page 209

Custom House  
Mackinac, Michigan  
January 28, 1863

Sir:

Having been notified by the L.H. Board that the Lt. Station and buildings on Raspberry Island in Lake Superior, will soon be completed and requested to designate a suitable person for keeper, I have the honor to nominate Andrew Cramer for the office, and would respectfully recommend that his compensation as such be four hundred dollars per annum.

I am with much respect

J.W. McMath  
Supt. of Lights

To Salmon P. Chase  
Secretary of the Treasury of the U.S.  
Washington, D.C.

Letter Book 162, Page 210

Bayfield, Sept. 27th, 1862

J.W. McMath, Esq.

Dear Sir:

I take the liberty of recommending Mr. Andrew Cramer of La Pointe who is an applicant for the Light House Keeper on Raspberry Island, as one every way qualified for the place.

Very Respectfully Yours,

Andrew Tate

Late Dept. Collector of Bayfield

[McMath notes on the bottom] An. Tate was Deputy Collector during Buchanan's administration.

Letter Book 162, Page 211

La Pointe, September 26th, 1862

To J.W. McMath, Esq.  
Superintendent of Lights  
Mackinac, Mich.

Dear Sir:

I Andrew Cramer, a resident of the Town of La Pointe, desire to apply to you for the appointment of Keeper of the Light House, now erecting on one of the Apostle Islands which is within the limits of the present Town of La Pointe, fully believing that I am competent in every respect of taking charge of the same, and fulfilling all the requisite duties satisfactorily.

Very respectfully yours

Andrew Cramer

We the undersigned Residents of the Town of La Pointe and Bayfield do hereby certify that we have been acquainted personally, for several years past with Andre Cramer, the above applicant and know him to be a good, loyal citizen of the United States and cheerfully recommend him as a man of sober, industrious habits, and in every respect competent to perform the duties of keeper of the above named Light House and confidently believe that a more suitable person could not be selected to perform the duties and give general satisfaction to all parties concerned. Therefore we recommend that he may receive the appointment if not already granted to some other person.

[what follows are several names, many illegible either because of handwriting or because the document was burned]

\_\_\_\_\_ Smith [?] Postmaster at La Pointe

\_\_\_\_\_ Van de Venter [?] ex-sheriff

Andrew Tate, late dept collector of Superior, Wis

Henry T. Holcomb

J.L. Tyler

B.G. Armstrong

S.A. Dury

Samuel Champnor

Jos. McCloud, Sheriff La Pointe

Peter H. Ley, Merchant of Bayfield

S.S. Vaughn

Francis M. Choy

F. M. Bartlett, Reg. Land Office

Philip W. Smith

Nilson Devell...

V. Smith, physician to Indians

A.C. Smith [or Stuntz], County Surveyor, Ashland Co., Wis  
E. Pike  
John Wallen  
August Zoehall  
\_\_\_\_\_ Quimmins  
J.W. Moffett, Sheriff, Ashland Co.  
Asalph Whittlesey, Receiver United States Land Office  
James Chapman, PM Bayfield  
Martin Beaser, Clerk Circuit Court, Ashland Co.

Letter Book 162, Page 216

Custom House  
Sault Ste. Marie  
July 24, 1863

Your communication of - date with appointment for Andrew Cramer as keeper of the new lt. on Raspberry Island, is received - having been remailed to this place from Mackinac, and will be transmitted as directed.

I am

J.W. McMath  
Supt.

W.B. Shubrick  
Chairman of the L.H. Board  
Washington, D.C.

Letter Book 162, Page 224

Custom House  
Sault Sept 2, 1863

I have the honor of transmitting herewith the official oath of  
keeper of the Lt. H. on Raspberry Isl.

I am

J.W. McMath  
Supt.

To: W.B. Shubrick  
Ch. Lt. H. Board  
Washington, D.C.

Letter Book 162, Page 227

Custom House  
Office of Supt. of Lights  
Sault Ste. Marie Oct. 4, 1863

Andrew Cramer, the man lately appointed keeper of the Light House on Raspberry Island, Lake Superior does not give his personal attention to the duties of his office. He lives at La Pointe, 15 miles from the Lt. H., and remains there, employing another man to take charge of the Lt. House.

I recommend that he be removed and that William Herbert be appointed in his place.

I am with great respect,

J.W. McMath \*  
Supt.

To Salmon P. Chase  
Secretary of the Treasury of the U.S.  
Washington, D.C.

\* [On the next page, Letter Book 162, Page 228, J.W. McMath states that he is paid 2 1/2 percent on disbursements, for his position as Supt. of Lights]

Letter Book 162, Page 231

Custom House  
Sault Ste. Marie  
Oct. 30, 1863

I have this day received from your office letters appointing new keepers for Raspberry Isl. Lt, Beaver Isl. Lt, & Point Iroquois Lt. H. each of which will be delivered as addressed. I enclose herein the official oath of H. [or C. , this entire last sentence is faded and hard to read] Miller, new keeper of Beaver Isl. Lt. H.

I am

J.W. McMath  
Supt. of Lights

To W.N. Shubrick  
Ch. Lt. H. Board  
Washington, D.C.



Letter Book 162, Page 234

Custom House  
Sault Ste. Marie, Jany 4, 1864

I enclose the official oath of the new keeper of the Lt. House on  
Raspberry Isl. L.S.

Very Respectfully

J.W. McMath  
Supt.

To W.B. Shubrick  
Ch. Lt. H. Brd.  
Washington, D.C.

Letter Book 162, Page 240

Custom House

Sault Ste. Marie, May 26, 1864

As requested by your letter to me dated March 4th, 1864, I have the honor to nominate an assistant keeper for the Lt. Station of Raspberry Island, in the person of William J. Herbert. His services have been necessary and he has been on duty since April 1st last. I would therefore recommend that his appointment take effect & he be paid from that date at the rate of \$350 per annum.

I am

J.W. McMath

Collector

To; Salmon P. Chase

Secretary of the Treasury of the U.S.

Washington, D.C.

Letter Book 162, Page 243

Custom House

Sault Ste. Marie June 6, 1864

I enclose my Gen. Estimate for money required for 2nd quarter of 1864, a letter from the Secretary of the Treasury dated March 4th last, directing me to nominate a suitable person for assistant keeper of the Raspberry Island Lt. Station. In accordance therewith I nominate William J. Herbert.

I am with much respect

J.W. McMath

Col. & Supt.

To: W.B. Shubrick  
Chairman Lt. H. Board  
Washington, D.C.

Letter Book 162, Page 244

Custom House

Sault Ste. Marie, June 21, 1864

Gen letters of the oath & 14th inst [the sentence was faint and illegible], transmitting appointments for Thomas Stafford and William E. Stafford, Keepers of Whitefish Point Lt. H., of Arnold Bennett of Manitou Isl., and of Wm. J. Herbert, ast keeper of Raspberry Isl. Lt. H., are received and will be delivered as directed. Inclosed I transmit official oaths of Thomas and Wm. E. Stafford, Keepers, Whitefish Point Lt. H., and of August Grim [?], Keeper of Cheboygan Lt. H.

I am with much respect

J.W. McMath  
Col. & Supt.

To: W.B. Shubrick  
Ch. Lt. H. Board  
Washington, D.C.

Letter Book 234, Page 27

Office of Light House Inspector  
Detroit, August 10th, 1868

To Admiral W.B. Shubrick, U.S.N.  
Chairman, L.H. Board

Sir:

I have examined by your orders, into the necessity of the Light at Outer Island, Lake Superior. A light at this point would be of value alone to those vessels passing directly from and to the Western and Southwestern portion of the Lake, from Ontonagon and points to the eastward and as the whole number of vessels arriving at Superior City, as represented in a former report for the months of May, June & July of the present season was less than 25 of all descriptions. I do not consider an addition to the number of the lights already established in this portion of the Lakes as required.

When the channels of commerce are established and the country better developed. A light at this point would be of value to vessels bound outside of the Apostles directly to the lower & western ends of the Lake.

Very Resp'ly  
Your Ob. Servt.

T.H. Stevens  
Inspector, 11th District

Letter Book 234, Page 39

Office of Light House Inspector  
Detroit, August 24, 1868

R. Admiral W.B. Shubrick, U.S. Navy  
Chairman, Lt. House Board

Sir:

I have the honor to forward enclosed the papers connected with the application for new lights, reports upon the necessity for which have been already forwarded to the Board.

Very Resp'y.,  
Your Ob. Serv't.

T.H. Stevens  
Inspector, 11th District

A Memorial

To the Honorable the Congress of the  
United States

Your Memorialists, the Legislation of the State of Wisconsin, would most respectfully ask for the location of a Light House on Outer Island in Lake Superior. This island is the Easternmost of a dangerous group of islands lying off a point right on the course of vessels bound in and out of the important and much frequented harbor of Superior..

Your Memorialists further respectfully represent that consideration for the safety of the many lives and vessels exposed to the perils of these dangerous islands urgently demand that Outer Island should be supplied as speedily as possible with a suitable Light House.

And your memorialists will ever pray.

A.M. Thomson  
Speaker of the Assembly

N.M. Littlejohn  
President of the Senate, Protem

Approved March 6, 1868  
Lucius Fairchild, Governor

[definition of memorial: A petition or written statement of facts presented to a legislative body or an executive.]

Letter Book 234, Page 66

[from a 67 page annual report, there are several paragraphs re. NPS light stations]

Office Light House Engineer, 11th District  
Detroit, Mich. October 9, 1868

Rear Admiral W.B. Shubrick  
Chairman L. H. Board  
Washington

Sir:

I have the honor to transmit by today's mail, my Annual Report for 1868, for this 11th L.H. District.

Very Respectfully,

W.F. Raynolds  
Brev. Brig. Gen. & L.H. Engr.

[Report page 17]

Michigan Island Light House, Lake Superior

An appropriation of \$6000, approved July 20th, 1868, is available for reestablishing this light discontinued in the year 1857.

The work will be done next season.

[Report page 28]

La Pointe Light House

The Board some time ago ordered the protection of the foundation of this site by covering the surface around the Light House by broken stones or gravel, to prevent the shifting of the sand.

I stated in my last Annual Report that the Contractor for the stone failed to deliver. I have now succeeded in having delivered upon the ground 50 cords of stone which will be broken up & placed at once.

As the piers upon which the building (of wood) rests extent down to the water level, there has never been any imminent danger to the foundation.



[Report page 41]

South Manitou

This station required extensive repairs. See Inspector's report [not extant]. The house is of brick surmounted by a wooden tower. New plastering is required throughout & painting. Copper eavetroughs & conductor should be provided & a proper cistern.

The housing of the fog bell is also in a very dilapidated condition & requires to be straightened up and newly underpinned.

I estimate the cost of repairs at this station at \$2000.00.

. . . . .  
[Report page 51]

Raspberry Island

The walls of this Light House, which is built of wood, are covered with boards on the inside instead of plastered. These boards have shrunk very much so as to admit the air from the outside. The building is in consequence very cold in winter. I recommend that the house be plastered throughout. It also requires painting. A boat landing is also much needed & steps leading from it to the Light House which stands upon a bluff 40 feet above the water.

I estimate the cost of all these improvements at \$2500.00.

Letter Book 234, Page 99

Office of the Light House Inspector  
Detroit, Nov. 21, 1868

Admiral:

I enclose herewith, one Shipwreck Report from Light Keeper at South Manitou, Michigan.

Very Respectfully,  
Your Obt. Servant

T.H. Stevens  
Lt. House Inspect 11th Dist

To: Rear Admiral W.B. Shubrick  
Chairman, Lt House Board  
Washington, D.C.

[Unfortunately, the report is not filed with this letter, so it is unknown whether this was a routine negative report, or if a shipwreck really occurred.]

Letter Book 234, Page 136

Office Light House Engineer 11th District  
Detroit, Mich. March 24, 1869

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington

Sir:

I have the honor to enclose herewith, a plan marked (A) & an estimate marked (B) amounting to .....\$6,000.00 for renovating the tower and the keepers' dwelling at Michigan Island, Lake Superior.

This Light Station was discontinued in the year 1857. An appropriation of \$6,000, approved July 20th, 1868, provides for renovating and relighting it. When the light was discontinued the lantern and deckplate were removed from the tower. This deckplate was afterwards fitted up & placed upon the L.H. tower at Windmill Point, Lake St. Clair. All the doors and windows have since been carried off & hardly anything remains of the buildings but the bare walls.

The tower is 59 feet high, built of rubble stone. Its walls are solid & the stairway of wood. The walls of the dwelling are also of stone.

With a larger appropriation I should have proposed an interior brick cylinder & an iron stairway for the tower. I now recommend only such improvements as will put the tower in proper state for lighting & the dwelling in a habitable condition in order to keep the cost within the limits of the appropriation.

A new lantern will be put on the tower with a cast-iron deckplate 14 feet in diameter. The wooden stairway will be repaired & new sashes provided for the tower windows.

For the dwelling new doors & windows will be provided. The roof will be fitted with projecting eaves & covered with new shingles. A new wood-shed & summer kitchen will be added to the dwelling. A privy will also be built.

Very respectfully

W.F. Raynolds  
Brev. Brig. General & L.H. Engineer

B

Estimate for renovating Tower & Keepers'  
dwelling at Michigan Island Light Station

	Estimate Price ea.	Amount	Actual Cost Quan. Price Amount	Ea.
- One 4th order lantern with deckplate		1,700.00		
- 10 cords of rubble stone	\$15	150.00		
- 10 M feet common lumber	\$20	200.00		
- 4 M feet seasoned lumber	\$40	160.00		
- 22 M shingles	\$5	110.00		
- 6 M lath	\$5	30.00		
- 40 BBls. water lime	\$2	80.00		
- 10 BBls. Quick lime	\$2	20.00		
- Doors, Windows & such		160.00		
- Hardware, gutters, etc.		175.00		
- Paints		120.00		
- 11 planes of plate glass	\$15	165.00		
- 60 days of mason's labor	\$4.50	270.00		
- 200 days of carpenter's labor	\$2.75	550.00		
- 200 days of common labor	\$2.00	400.00		
- 80 days of painter labor	\$2.75	220.00		
- 60 days of foreman	\$4.50	270.00		
- 600 days of subsistence	\$.85	510.00		
- For transp'n. of men & materials		400.00		
- For contingencies		<u>310.00</u>		
Total amount		\$6,000.00		

Office L.H. Engineer 11th District  
Detroit, March 24th, 1869

W.F. Raynolds  
Brev. Brig. Gen. & L.H. Eng.

Letter Book 234, Page 144

Office Light House Engineer 11th District  
Detroit, Mich April 9, 1869

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington

Sir:

I have the honor to enclose herewith an estimate amounting to \$2,499.20, for necessary repairs at Raspberry Island Light Station, Lake Superior.

A special appropriation of \$5,600 for repairs at this & other Light Stations is available.

The condition of the station is fully described in my last Annual Report. I propose to fur [sic], lath, & plaster the house throughout, to paint it inside & outside, to build a boat landing & steps to ascend from the shore to the brow of the hill upon which the Light House stands.

Very Respectfully,

W.F. Raynolds  
Brev. Brig. Gen & L.H. Engineer

Letter Book 234, Page 144 enclosure

Estimate for repairing Raspberry Island L.H.

	Estimate Price ea. Amount	Actual Cost Quan. Price Ea. Amount
- 500 feet 1.m. of seasoned lumber pr. M	\$50	25.00
- 4500 feet 1.m. of common lumber pr. M	\$20	100.00
- 8 M lath	\$4	32.00
- 20 bbls. Quick Lime	\$2	40.00
- Hardware		62.00
- Paints, oil & such		225.00
- 180 days of carpenter	\$2.75	495.00
- 60 days of masons'	\$4.00	240.00
- 80 days of painter	\$2.75	220.00
- 60 days of foreman	\$4.50	270.00
- 380 days subsistence	\$.85	323.00
- Transportation of men & materials		<u>240.00</u>
		\$2,272.00
Add 10 per cent for contingencies		<u>227.20</u>
Total amount		\$2,499.20

Detroit, April 9th, 1869

W.F. Raynolds  
Brev. Brig. Gen. & L.H. Eng.

Letter Book 234, Page 152

Office of the Light House Engineer 11th District  
Detroit, Mich. April 29, 1869

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington

Sir:

In acknowledging the receipt of your letter of the 27th inst. relating to the renovation of the Light House on Michigan Island, I have respectfully to state that the "copy of a report from the Committee on Engineering" has not been received.

Very Respectfully  
In absence of Gen. Raynolds

A. Lederle  
Supt. of Construction

Letter Book 234, Page 156

Office of the Light House Engineer 11th District  
Detroit, Mich., May 5th, 1869

Rear Admiral W.B. Shubrick  
Chairman L.H. Board, Washington

Sir:

In reply to your letter of the 3rd inst. relative to location of Michigan Island Light, I enclose herewith a trace of the Light House chart showing the Apostle Islands, upon which you will find "Michigan Island Light Station" indicated.

In the Light House list for 1858 this light appears under the name of "La Pointe". It was discontinued during that year & the present "La Pointe Light" established in lieu thereof.

Very Respectfully,

W.F. Raynolds  
Brevet Brig. Gen. & L.H. Engr.



Letter Book 234, Page 159

Office Light House Engineer, 11th District  
Detroit, Mich. May 5, 1869

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington

Sir:

Referring to your letter of the 3rd inst informing me that a 3 1/2 order lens, for use at Michigan Island Light Station, has been ordered to be shipped to me. I have respectfully to ask, whether the suggestion, made in my letter of March 26th, to change La Pointe Light from a fixed white to a fixed red light, is approved by the Board. If so, I would respectfully request that with the lens for Michigan Island, a supply of ruby chimneys be sent & marked La Pointe Light House.

Very Respectfully,

W.F. Raynolds  
Brevet Brig. Gen & L.H. Engr.

Letter Book 234, Page 162

Office of the Light House Engineer 11th District  
Detroit, Mich. May 11th, 1869

Rear Admiral W.B. Shubrick  
Chairman L.H. Board, Washington

Sir:

The Light Station at Michigan Island will probably be ready for occupancy by July 15th & I have therefore respectfully to request that application be made for the appointment of a Keeper with an assistant.

Very Respectfully

W.F. Raynolds  
Brev. Brig. Gen. & L.H. Engr.

[penciled on the back]

Notify the Collector of Customs for the District of Marquette to nominate for appointment a Keeper for Michigan Island L.H. at a salary \_\_\_\_\_ to commence when he takes charge of the light house, and an asst. keeper.

Letter Book 234, Page 195

Office of Light House Inspector  
Detroit, 9 June 1869

Rear Admiral W.B. Shubrick, U.S.N.  
Chairman Lt. H. Board  
Washington, D.C.

Admiral:

In reply to your communication of the 28 ult., in relation to the appt. of asst. Light Keepers at South Manitou, Point Peninsula, South Fox, and Chambers Island Light Stations.

I would respectfully state that I have already made the recommendation, and for the following reasons.

1st - South Manitou Light House is situated on an Island, that the Keeper is compelled to go a distance of ten miles or upwards to procure his mail and provisions. Glen Arbor is the nearest post office situated on the mainland, and in consequence of which the keeper is compelled to go in a small boat & is frequently detained by adverse winds, there are no neighbors nearer than two miles. There is also a fog bell at this station and in foggy weather (which is peculiar to this part of Lake Michigan) requires constant attendance.

2nd Point Peninsula...

3rd South Fox Island Light House...

4th Chambers Island Light House...

Very Respectfully,  
Your Obt. Servt.

T.H. Stevens  
Inspector

Letter Book 234, Page 246

Office of the Superintendent of Lights  
Grand Haven, Mich.  
January 25th, 1869

Sir:

Your letter of the fifth inst., stating that the Light Stations at Grand Traverse and South Manitou have been assigned to my superintendency is received.

I would respectfully request a list of the names of the keepers at those stations and the amount of compensation allowed them from which to make the necessary estimates.

I am sir, very respectfully  
Your Obt. Servt

H.C. Akeley  
Superintendent of Lights

To Hon W.H. Shubrick  
Chairman Light House Board  
Washington, D.C.

Letter Book 234, Page 248

Office of Superintendent of Lights  
Grand Haven, Feb. 4, 1869

Sir:

I have the honor to transmit herewith estimate for funds to enable me to pay the Light Keepers Salaries at South Manitou and Grand Traverse for the qr. ending March 31st, 1869.

The amount of their salaries were not included in my former estimate for the quarter.

I am very respectfully  
Your Obt. Servant

H.C. Akeley  
Superintendent of Lights

To: Chairman of Light House Board  
Washington

Letter Book 234, Page 267

Custom House  
Office of the Collector of Customs  
Milwaukee, Wis. Oct. 10, 1868

Sir:

Capt. T.H. Stevens, Lt. House Inspector, 11th District, recommends that assistant keepers be appointed at South Manitou Island, South Fox Island, Point Peninsula, Chamber's Island, and Tail Point, these being all isolated stations requiring assistants.

I therefore respectfully ask for authority to recommend or nominate such assistant keepers.

Respectfully  
Your Obt Servt

C. Latham Sholes  
Supt. Light

to Hugh McCulloch  
Sec. of the Treasury

Letter Book 234, Page 277

Office of the Light House Inspector  
Detroit, October 8th, 1868

Sir:

In compliance with your request of the 22nd ulto., I would recommend Assistant Keepers to the following Light Stations, viz: South Manitou Island, Point Peninsula, South Fox Island, Chambers Island, and Tail Point all being isolated stations; and which in my opinion require Assistant Keepers.

Very Respectfully  
Your obt Servant

T.H. Stevens  
Lt House Inspect, 11th Dist

To C. Latham Sholes, Esq.  
Supt. of Lights & c.  
Milwaukee, Wis.

Form No. 67

Office Superintendent of Lights,  
Sault Ste. Marie, Sept. 18th, 1868

Sir:

I have the honor to nominate Mr. Edward Kreuse for appointment as principal Keeper of the Light-house on Raspberry Island, Lake Superior in place of Patrick Mulcahy, deceased.

Very respectfully,

Jno B. Dillingham  
Superintendent of Lights

To Hon. Hugh McCulloch  
Secretary of the Treasury

Note-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.



Letter Book 234, Page 297

Office of Supt. of Lights  
Sault Ste. Marie Sept. 30th 1868

Sir:

I have the honor to inform the Department that I forwarded the appointment of Edward Kreuse as Light House Keeper at Raspberry Island which has again been returned to me from Superior City also informing me that Kreuse has left the county and abandoned the idea of keeping lighthouses. I therefore most respectfully forward the name of another person for appointment.

Very Respectfully

Jno B. Dillingham  
Supt. of Lights

To Hon H. McCulloch  
Secretary of the Treasury Washington, D.C.

Form No. 67

Office Superintendent of Lights,  
Sault Ste. Marie, Sept. 30th, 1868

Sir:

I have the honor to nominate Mr. Lewis Larson for appointment as principal Keeper of the Light-house on Raspberry Island, Lake Superior in place of Patrick Mulcahy, deceased. (place of Kreuse declined)

Very respectfully,

Jno B. Dillingham  
Superintendent of Lights

To Hon. Hugh McCulloch  
Secretary of the Treasury

Note-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.

Form No. 67

Office Superintendent of Lights,  
March 25, 1869

Sir:

I have the honor to nominate Mr. A.M. Larson [form is imprinted Mr., a mis-label in this case as A.M. Larson is believed to have been Lewis Larson's wife] for appointment as assistant Keeper of the Light-house on Raspberry Island. To take effect from Oct. 1, 1869 in place of Lewis Larson, promoted to Principal Keeper of same light.

Very respectfully,

Jno B. Dillingham  
Superintendent of Lights

To Hon. Geo. S. Boutwell  
Secretary of the treasury

Note-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.

Form No. 67

Office Superintendent of Lights,  
Marquette, May 29, 1869

Sir:

I have the honor to nominate Mr. Roswell H. Pendergast for appointment as principal Keeper of the Light-house at Michigan Island, Lake Superior, to take effect on the 15th day of July 1869. Salary of \$560 per annum.

Very respectfully,

Jno B. Dillingham  
Superintendent of Lights

To Hon. Geo. S. Boutwell  
Secretary of the Treasury

Note-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.

Letter Book 239, page 452

[This letter applies to Grand Island, which is near Pictured Rocks National Lakeshore]

To the Honorable Light House Board, Washington

Dear Sirs:

As Light Keeper of Grand Island Light House, I would say that on the twenty fifth of October I was requested to resine [sic] the office as Light Keeper and asked the reason and was told by Mr. Burt, the collector, that a petition had been got up in favour of Mr. Cameron there (was no complaint) but the petitioners thought I should give some one else a chance. Now I have served faithfully since I got the appointment and being an old saylor understand the necessity of a good light, and two years ago this fall, lost \_\_\_\_\_ [burned] getting my family from the Light House \_\_\_\_\_ boat and furniture and clothing to the value of four hundred and fifty dollars. [I] feel somewhat aggrieved at being put out without any complaint or fault and if your Honourable Body would consent to let me keep the light til come complaint is preferred I should feel greatfull [sic].

Not withstanding I resined but under circumstances namely being requested by Mr. Hiram Burt, Acting Collector of Customs and not wishing to kick against the powers that be.

Please consider the above and let me hear from you as soon as possible and oblige yours truly.

Reuben Fink  
Light Keeper, Grand Island

P.S. My grandfather was a pensioner in the Revolution and my father served in 1812 and I never voted a Democrat ticket in my life nor never expect to. R.F.

Marquette, Mich.  
December the 7, 1869

I have just arrived from Grand Island, please direct to me here.

Letter Book 239, page 774

Bayfield, WI  
May 31, 1871

Sir:

Enclosed please find copy of letter you sent H.A. Burt, Supt. of Lights, Marquette, Mich. in relation to back pay & c. of Lewis Larson, Light House Keeper of Raspberry Light.

I have done his corespondry [?]. and he came to me this \_\_\_\_\_ feeling very bad [?] saying the showing is that for his money [the man's penmanship is hard to read].

I told him I would write you the facts in this case [paraphrased] & I was in hope you might arrange it so he could get his pay very soon.

I will say this, the man is a poor, honest Swede and is very much in need of the money.

Hope you will give this your immediate attention

Please write me at once what can be done.

Very respectfully,

R.D. Pike

To Honorable Thurston N. Jenkins

Letter Book 239, page 774 enclosure

Custom House, Marquette  
April 18, 1870

Sir:

Below please find a communication from the Light House Board relative to the claims for your asst. for pay for the 4th qtr. 1868 and 1st qtr. 1869.

Very Respectfully

signed Hiram A. Burt, per H.A. Downs, Dep. Collector

To Lewis Larson  
Light Keeper  
Raspberry Isld.

Letter Book 239, page 774 enclosure

Treasury Dept., Office Light H. Board  
Washington, D.C. April 5, 1870

Sir:

In reply to your letter of the 25th March, relative to the pay of Mrs. [?] A.M. Larson, Assistant Keeper of Raspberry Island Light House for the 4th qtr. 1868, and the 1st qtr. 1869. I have to say that until the final accounts of Mr. Dillingham are received, no action can be taken on this claim.

Very respectfully,

signed Thurston N. Jenkins  
Naval Secretary

To H.A. Burt, Esq.  
Supt. of Lights  
Marquette, Michigan



Letter Book 257, page 53

Office of Light House Inspector  
Detroit, 13 September 1869

Rear Admiral Shubrick, U.S.N.  
Chairman Lt. House Board  
Washington, D.C.

Admiral:

I have to inform you that I purchased conditionally of Fairbank Pick [Peck?] & Co. at Chicago, 10 barrels of oil, as a careful estimate indicated that there would be a deficiency. The oil has been delivered to the various light stations; and one barrel extra is required for each of the following stations, in order that they may have a supply until the tender reaches them next season, viz:

La Pointe, Ontonagon, Minnesota Point, and Michigan Island

Very Respectfully,  
Your Obt Servt

T.H. Stevens  
L.H. Inspect., 11th Dist.

Letter Book 257, page 56

Office of Light House Inspector  
Detroit, Sept. 14th, 1869

Rear Admiral W.B. Shubrick, U.S.N.  
Chairman Lt. House Board

Admiral:

The keeper at South Manitou Island in answer to the complaint made against him returns the enclosed explanation, which is respectfully submitted.

The papers in the case are herewith returned.

Very Resp'y,  
Your Obt. Servt.

T.H. Stevens  
Inspr, 11th Dist.

Letter Book 257, page 56 enclosure

S. Manitou Light  
Aug. 17th, 1869

Mr. T.H. Steven  
Detroit

Dir Sir:

Your favor of 28 July is only just reached me and I say in regard [sic] to Capt. Arthers report is correct with the exception of the date, it was on the morning of the 13. The reason of my reporting it to your office was I were [sic] expecting you here hourly at the time, and you will recollect that I explained it to you when you were here. I explain in case of Capt. Stevens absence, my lamp got to overflowing from some unknown cause and after trying every way that I could think of to stop the flow, I shot off about one third of the gate and watched it until 12 o'clock, and it still overflowed some but I thought not enough to do any harm and I laid [down] until 1 1/2 o'clock and got up to see how it was geting [sic] along and found the oil had stopped flowing entirely and the lamp out. I think thaire [sic] must have something of got into the oil or resevoy [reservoir] while filling though I could not discover enything either in the resivoy or burners.

Yours Very respectfully,

A.A. Sheridan  
Light Keeper

To Capt. T.H. Stevens  
Inspector

Letter Book 257, page 56 enclosure

Custom House, Chicago  
Collector's Office, July 14, 1869

W.H. Arthur, Master of the Prop. Equinox of Buffalo, having been duly sworn, deposes and says that the light of the Lighthouse at the South Manitou Island, Lake Michigan went out between the hours of 12 P.M. and 1 A.M. of July 13, 1869. Thereby endangering his vessel and probably to the detriment of more vessels in the neighborhood at that time. Sworn to and subscribed to before me this 14th day of July, 1869.

W.H. Arthur

Fred Behtendorff  
Deputy Coll.

To Hon. W.B. Shubrick  
Chairman of the Light House Board

Letter Book 257, page 56 enclosure

Custom House, Chicago  
Collector's Office July 22, 1869

Rear Admiral W.B. Shubrick, U.S. Navy  
Chairman of the Light House Board  
Washington, D.C.

Sir:

In compliance with instructions to Mariners & others interested in commerce as given in the circular from the office of the L.H.B. dated January 1, 1869 and with reference to paragraph 1190 of the Regulations under the Revenue Laws of 1857, I herewith have the honor to transmit the sworn statement of W.H. Arthur, master of the Propeller Equinox, of Buffalo, who desires an investigation of the circumstances, by which it came to pass, that the light of the Lighthouse on South Manitou Island on Lake Michigan was extinguished during the night of July 13 of the current year.

I have the honor to be, Sir  
Very respectfully  
Your obedient servant

Jas. E. McLean  
Collector

Letter Book 257, page 74

Office of Light House Inspector  
Detroit, 28 September 1869

Rear Admiral W.B. Shubrick, U.S.N.  
Chairman, Lt. H. Board  
Washington, D.C.

Admiral:

I transmit by this day's mail, my annual report upon the Light Houses, unlighted beacons and buoys in this district, with the recommendations relating thereto. Also an Inspection report of Michigan Island Lt. Station and a tabular statement of all the buoys and spar buoys and appendages in the district.

Very Respectfully,  
Your obt. servt.

T.H. Stevens  
L.H. Inspect. 11th Dist.

...South Manitou

The lantern is in good condition. Tower requires painting outside, the dwelling requires general repairs. The fog signal structure and dwelling require painting. I would respectfully recommend that the tower and apparatus at Manitou [Lake Superior] be transferred to South Manitou, and a 4th order apparatus F.V.F. be erected at Manitou for the following reasons.

South Manitou is one of the most important stations in the district. The channel between South Manitou Island and the mainland is about (7) seven miles in width. Through this passage the principal commerce of the lakes pass, and this light being their guide. In my opinion, a tower of greater elevation - a lens of a larger order and of a characteristic distinction not readily mistaken, is required.

It is also a guide to a Harbor of Refuge. That is probably used more than any other on the entire Chain of Lakes, and it is frequently impossible to distinguish it from the lights of vessels at anchor.

The establishing of a Light on Gull Rock, which lights the passage between Manitou Island and Keweenaw Point materially lessens the importance of the Manitou L.H. The number of vessels passing these stations, reported for the quarter ending June 30th, 1869 is

South Manitou - 967

Manitou - 61

which shows that 906 more vessels passed South Manitou than Manitou, but the number must have been much greater, as a full and correct account is not kept of the vessels that pass in the night. And a large number, probably nine-tenths at least, that are reported to have passed Manitou, really passed between Keweenaw Point and Manitou Island, for which Gull Rock Light House is the guide and Manitou L.H. of but secondary importance. The height of tower from base to focal plane of Manitou is 70 feet, of South Manitou 35 feet. The tower at Manitou is an iron pile structure which could be taken down, transferred, and erected without serious difficulty and the apparatus is equal if not superior to any other on the Lakes. In my estimation the advantages to commerce would be very great and fully justify the change, if desirable. Point Betsey Light might be changed to a red & white alternate flash by simply placing a plate of plain red glass in front of one of the flash panels. The characteristic distinction of no other Light as affected by this change would be necessary...

#### ...Michigan Island

For several years discontinued - Relighted Sept. 15th. Oil & oil butts were delivered. Keeper was not present but was at Bayfield, engaged in moving his personal effects to the Island. His family were in charge. The wheels had been removed from the car belonging to the inclined plane railway, rendering the delivery of supplies much more difficult than it otherwise would have been. But little attention had been paid to clearing [cleaning?] the premises of the rubbish made by the renovation of the station (an oversight that I have frequently observed at new stations). The Keeper came on board the "Haze" at Bayfield and as there is no instructions for "Funck's" Lamps, I deemed it advisable to return to the Station, and instruct him as to the management of the apparatus.

#### La Pointe

Dwelling, Tower, and Lantern, also apparatus in good order. The filling in around the premises with stone to protect the foundation has been completed and is apparently effectual.

#### Raspberry Island

This station is now undergoing repairs...

#### ...Ile Royal [Rock Harbor]

This light has been discontinued for several years and has not been visited since 1859, the year of its discontinuance. After completing the tour of inspection this station was visited and the Dwelling found to be a substantial structure in a good state of preservation. The walls apparently perfectly solid. The floor and plastering in good condition except that the plastering was disfigured with charcoal sketches but not seriously injured. The

Locks were off the Doors and some of the glass in the windows broken. There is an excellent cellar under the whole dwelling. The tower is connected to the dwelling by a short covered way. The walls of which were quite badly cracked, and there were slight cracks in the walls of the tower but not of a serious character. The lantern is glazed with Plate glass which is in good condition and free from scratches...

...Boats...

...Michigan Island - a boat was left at this station by the Engineers which the keeper is temporarily using. The boat is old, leaky, and very heavy and not in any way adapted to the service...



Letter Book 257, page 92

Office of Light House Inspector  
Detroit, 12 October 1869

Rear Admiral W.B. Shubrick, U.S.N.  
Chairman, Lt. House Board  
Washington, D.C.

Admiral:

There is required five barrels of lard oil for the following light stations in this district, viz:

one barrel each (in order to keep them properly exhibited in the spring, until the tender reaches them with the annual supplies), at La Point, Minnesota Point, Ontonagon, and Michigan Island, "Lake Superior". also one barrel for the new lighthouse, nearly completed at Manistee, "Lake Michigan". The navigation of the Lakes will probably be closed within the next three or four weeks, it is therefore desirable that the oil should be forwarded to its respective destination as soon as practicable.

Awaiting your instructions in the matter.

I am Sir,  
Very Respectfully  
Your obt. Svt.

J.P. McKinstry  
Lt. H. Inspr., 11th Dist.

Letter Book 257, page 110

Office of Light House Inspector  
Detroit, 27 October 1869

Rear Admiral W.B. Shubrick, U.S.N.  
Chairman Lt. House Board  
Washington, D.C.

Admiral,

The five barrels of oil shipped by the Inspector of the 3rd Lt House District in the 19th inst. have been this day received and forwarded to the following Light Houses, viz:

Manistee Light House - one barrel, Ontonagon Lt. House - one barrel, Michigan Island Lt. House - one barrel, La Point Lt House - one barrel, and Minnesota Point Lt House - one barrel.

There has also been forwarded to Manistee Lt. House two 50 gallon oil butts, as requested by Coln. Wheeler on the 7th inst. in obedience to instructions from Washington.

Very Respectfully  
Your obt servt

J.P. McKinstry  
Lt. H. Inspr. 11th Dist.

Letter Book 257, page 127

S. Manitou Island  
Nov. 5th, 1869

Cmdr. J.P. McKinstry  
Detroit, Mich

Sir,

Your favor of the 14th is received in regard to the boat here. She is a 25 ft. Mackinaw, 6 1/2 ft. beam, 2 masts, eleven years old and has been hauled out on the beach without any covering, when not in use, and is so decayed that she will not hold nails or caulk, as she was timbered with soft wood, and I don't think her worth repairing.

I have another unfavorable report to make, my light went out on the night of the 26 of October from 8 o'clock 40 into to 9 o'clock p.m. The cause of it was my turning the oil off to fill the reservoir, as the lamp overflows in the morning if not filled in the evening and I forgot to turn the oil on again and it was 20 into before I discovered my neglect.

Yours very respectfully,

A.A. Sheridan  
Light Keeper

Comdr. J.P. McKinstry  
Light House Insptr.  
11 District, Detroit

[spelled as Mr. Seridan in the original]

Letter Book 257, page 448

Custom House  
Marquette, Aug 4th, 1869

Sir:

I have the honor to nominate for your approval John Power to be Keeper of Copper Harbor Light, vice Napoleon Beedon [\*] resigned at a salary of Five Hundred & sixty dollars per annum. The appointment to take effect Oct 1st, 1869.

Respectfully Yours

Hiram A. Burt  
Acting Col & Supt. Lights

To Hon. Geo. S. Boutwell  
Secy of Treasury  
Washington, D.C.

\* [see Letter Book 501, Nov. 29th, 1879, apparently Napoleon Beedon goes on to be keeper at Big Sable]

Letter Book 257, page 451

(Form No. 67)

Office Superintendent of Lights

Marquette Sept 18, 1869

Sir:

I have the honor to nominate Mr. Michael Souliere for appointment as Assistant Keeper of the Light House on Michigan Island. (new light)

Very respectfully,

Hiram A. Burt  
Superintendent of Lights

Hon. Geo. S. Boutwell  
Secretary of the Treasury

NOTE:-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.

Letter Book 257, page 454

(Form No. 67)

Office Superintendent of Lights

Marquette Oct 18th, 1869

Sir:

I have the honor to nominate Mr. Henry I. [?] Kuchli [\*] for appointment as Principal Keeper of the Light House at Mendota (new light) to take effect Oct. 25th.

Very respectfully,

Hiram A. Burt  
Superintendent of Lights

Hon. Geo. S. Boutwell  
Secretary of the Treasury

NOTE:-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.

[Henry A. Kuchli was keeper at Outer Island Light Station, December 1876 through April 1881]

Letter Book 257, page 465

Custom House  
Marquette Feby 25, 1870

Sir:

In reply to your communication of the 17th inst. I have to say that after a careful examination of the books and records of this office, I am unable to find anything to show that Peter McKindley received his salary as Light Keeper at Beaver Island for the 4th quarter of 1868.

On the 20th of Nov. 1868 Vouchers were forwarded to Jno. Becker, Deputy Collector at Mackinac for the signatures of the several keepers in that immediate vicinity, but no mention is made in the letter forwarding their drafts (for salaries 4th qr. 1868) of any draft for Mr. McKindley.

This is the only evidence on file in this office.

In connection with this subject I would respectfully state that I am in receipt of a communication from Lewis Larson, Keeper of Raspberry Island Light asking why his Asst had not ben paid for 4th qr. 1868 and 1st qr. 1869.

I find that the Oath of Office of this asst keeper was dated September 30, 1868, received at the Office of the Collector of Customs for this district (then at Sault Ste. Marie) March 22, 1869 and mailed same day to Hon Secy of the Treasury.

From the records of this office it appears that the salary of the ass't at Raspberry Isl'd (Mr A.M. Larson) [again, the Mr. appears, was this a misnomer? was the assistant Anna Larson, Lewis' wife?] was paid from April 1st 1869 only.

I have written Mr. Larson to ascertain if he signed vouchers for those two qrs. and immediately upon the receipt of his communication will report further to the Dept.

I am Very Respectfully  
Your Obt. Servt.

Hiram A. Burt  
Act'g. Collector

per Hyler [Tyler] A. Downs, special Dep. Coll.

To Comdr. Wm B. Shubrick  
Chairman L.H. Board  
Washington, D.C.

Letter Book 257, page 467

Custom House  
Marquette, Mch 3rd, 1870

Sir:

In reply to your communication of Feby 21st relative to the salary of Wm. Herbert who was placed in charge of the Light House at Raspberry Isl'd. by James Chapman, Dep. Coll, Bayfield for 2 months and 5 days in 1868. I have the honor to report that up to Jany 1st, 1869 there were no Books (Cash, Ledger, or Journal) kept that I am able to find, and the retain copies of the Light House Returns up to the time of my coming into office (August 1st, 1869) were I believed carried away by the Collector, Jno. B. Dillingham, Esq. The only mention made of the placing of Herbert in charge of the Light House is in the same letter that reports to the Collector the death of Patrick Mulcahy, in which Mr. Chapman says he took the responsibility of placing a man in charge until orders were received from Collector. No name is mentioned and no evidence on file that any attention was paid to it other than to appoint E. Kreuse, Keeper. Mr. Kreuse declining, Mr. Lewis Larson was appointed, Oath dated Sept. 30th, 1868. As Mulcahy was drown July 29, 1868 and Larson's appointment was dated Oct. 1st, 1868, it is evident that Herbert served 2 months.

I have written Chapman, Deputy Collector at Bayfield, for the name of the party who he placed in charge, length of time, and why he was not paid. Will get from him the correspondence with the Lake Collector, an report more fully immediate upon the receipt of such information.

I am Sir,  
Very Respectfully  
Your Obt. Servt,

Hiram A. Burt  
Actg. Collector

per H.A. Downs, special dep

To Commodore [?] Wm B. Shubrick  
Chairman, Lt House Board  
Washington, D.C.



Letter Book 257, page 469

Bayfield, Jany 19th, 1870

Col. Knight

Dr. Sir:

If you regalect when we went down last fall, Mr. Chapman the Deputy Collector of Bayfield gave me a letter to the Custom House Collector of Marquette to find out if my son Wm. J. Herbert's salary. If his salary had come in their hands yet for keeping the Raspberry Island light in place of deceased Patrick Mulcahy, for 2 months & 3 days, commencing July 30th 1868 & ending Oct 5th 1868, as principal keeper. He was appointed to go there by Mr. Chapman until further orders.

Now if it is not asking too much of you, I wish you would be kind enough and find out if there has been ever any vouchers sent in to that Department, since that date for that amount money, which is \$100.50. So Mr. Chapman says if it has he never received it. It is a just claim and he needs it very bad.

Yours truly,

Wm. Herbert  
per. W.J. Herbert

Letter Book 257, page 470

Custom House  
Marquette Mch 25, 1870

Sir,

I am in receipt of a communication from Mr. A.M. Larson, Assistant Keeper of Raspberry Island Light asking if any reason exists why he should not have been paid for services for 4th qr. 1868 and 1st qr. 1869. There is no evidence to show that Mr. Larson was paid for either of the above quarters, although he performed the services of Asst Keeper during that time.

J.B. Dillingham, Esq., late Supt. of Lights in letter to Lewis Larson, Principal Keeper under date of Sept. 30, 1868 requests him to nominate his assistant, which was done in letter to the Supt. dated Oct. 15th, 1868. His Oath was not received for signature until about the first of March 1869 and from memorandum on file in this office appears to have been dated back to September 30th, 1868 (the same date of the Principal Keeper's Oath) and was forwarded to Hon Secy of the Treasury March 22, 1869.

There is every evidence to show that Mr. Larson performed the duties of assistant from Sept. 30, 1868 and I would respectfully ask if he would not be entitled to salary from that date.

Mr. Larson says he signed vouchers for salary of 4th qr 1868 and 1st qr 1869 and forwarded them to Mr. Dillingham but never heard anything from them although he wrote to him several times upon the subject.

Very Respectfully  
Your Obt. Servt.

Hiram A. Burt  
Actg. Supt. of Lights

Hon. Chairman Light House Board  
Washington, D.C.

Letter Book 257, page 472

Custom House  
Marquette, Mch 25, 1870

Sir:

In reply to your communication relative to the claim of Wm Herbert as Keeper of the Light at Raspberry Island, Mr. Chapman reports that Mr. Herbert was placed there by him July 30, 1868 and that he remained on duty until relieved by Mr. Larson (the present keeper) October 5, 1868. Two months and seven days and that Mr. Herbert has received no compensation for the time he was employed.

I herewith enclose the statement of compensation received from Mr. Chapman.

Very Respectfully,  
Your Obt Servt

Hiram A. Burt  
Actg. Supt. of Lights

To Hon Chairman, Light House Board  
Washington, D.C.

Letter Book 257, page 473

United States Custom House

To William J. Herbert on October 5th, 1868 for services rendered at Raspberry Island Light House as Principal Keeper in place of Patrick Mulcahy, deceased. Commencing July 30th and ending October 5th, 1868, being two months and seven days inclusive,

at \$45.00 per month - \$100.50

I hereby certify on honor that the above bill is correct and just, and that no payment or any part thereof has been received through this office.

James Chapman  
Deputy Col  
Bayfield, Wis

Letter Book 257, page 477

(Form No. 67)

Office Superintendent of Lights

Marquette May 17, 1870

Sir:

I have the honor to nominate Mr. William Herbert for appointment as Keeper of the Light House on Michigan Island in place of Roswell H. Pendergast, removed - reason absence without leave and inefficiency.

Very respectfully,

Hiram A. Burt  
Superintendent of Lights

per H.A. Downs  
Special Dep. Coll

Hon. Geo. S. Boutwell  
Secretary of the Treasury

NOTE:-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.

Letter Book 257, page 478

(Form No. 67)

Office Superintendent of Lights

Marquette May 17, 1870

Sir:

I have the honor to nominate Mr. William J. Herbert for appointment as Assistant Keeper of the Light House on Michigan Island in place of Michael Souliere declined.

Very respectfully,

Hiram A. Burt  
Superintendent of Lights

per H.A. Downs  
Special Dep. Collector

Hon. Geo. S. Boutwell  
Secretary of the Treasury

NOTE:-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.

Letter Book 257, page 479

(Form No. 67)

Office Superintendent of Lights

Marquette May 17, 1870

Sir:

I have the honor to nominate Mr. David J. Cooper for appointment as Keeper of the Light House at La Pointe, Mich [?] in place of John Stewart removed for drunkenness.

Very respectfully,

Hiram A. Burt  
Superintendent of Lights

per H.A. Downs  
Special Dep. Coll.

Hon. Geo. S. Boutwell  
Secretary of the Treasury

NOTE:-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.

Letter Book 257, page 481

Custom House  
Marquette, May 25, 1870

Sir:

In reply to your communication of the 21st inst. asking for reasons for removal of Roswell H. Pendergast, Keeper of the Michigan Island Light, I would respectfully state that the absence from the Light House while having no assistant and the repeated complaints of vessel captains and others of his inefficiency were the reasons for asking his removal and the appointment of William Herbert.

There was no Assistant at Michigan Island Light. William J. Herbert is the first nomination I have made for that position.

I am Very Respectfully

Hiram A. Burt  
Collector & Supt.

per H.A. Downs, Special Dep. Coll

To Com. Wm. B. Shubrick  
Chairman, Lt. H. Board  
Washington, D.C.



Letter Book 257, page 482

Custom House  
Marquette, June 6, 1870

Sir:

In reply to your communication of the 31st ultimo relative to the appointment of Michael Souliere, Asst. Keeper Michigan Island Light. I would respectfully state that although he was appointed Sept 29, 1869 he refused to accept such appointment and until the appointment of Wm. J. Herbert no person has been recommended to fill that position.

Very Respectfully

Hiram A. Burt  
Collector

per H.A. Downs  
Special Dep Coll

To Com. Wm. B. Shubrick  
Chairman Lt. House Bd.  
Washington, D.C.

Letter Book 257, page 483

(Form No. 67)

Office Superintendent of Lights

Marquette June 6, 1870

Sir:

I have the honor to nominate Mr. William La Pointe for appointment as Assistant Keeper of the Light House at La Pointe in place of Samuel Bennett removed for drunkenness..

Very respectfully,

Hiram A. Burt  
Superintendent of Lights

Hon. Geo. S. Boutwell  
Secretary of the Treasury

NOTE:-The manner in which the vacancy arises which this nomination is intended to fill should be stated thus: Resigned, or dismissed, or deceased, &c., &c., &c.

Letter Book 283, Page 122

Office Light House Engineer, 11th District  
Detroit, August 1, 1870

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington

Sir:

In compliance with circular dated the 22nd ult., requiring me to report separately upon each light station in the 11th Dist. for which an appropriation has been made in the bill of appropriations for Light House purposes for the year 1870-71, I have respectfully to state in the case of South Manitou Light Station, Lake Michigan, for the improvement of which the sum of \$10,000 has been appropriated, that it is proposed to erect a tower 65 feet high from base to focal plane & to place upon it a 3 1/2 order lens in lieu of the present one of the 4th order. The new tower to be connected with the present dwelling by a covered passageway. An increase in elevation will thereby be effected of 26 feet. Plans are now being prepared for these improvements which with estimates of costs will be submitted in a few days.

Very Respectfully,

O.M. Poe  
L.H. Engineer 11th District

Letter Book 283, Page 182

Office Light House Engineer, 11th District  
Detroit, August 4, 1870

Rear Admiral W.B. Shubrick  
Chairman L.H. Board

Sir:

I have the honor to submit herewith plans (marked A) & an estimate amounting to .....\$12,795.06 (marked B) for a new lighthouse tower at South Manitou Light Station, Lake Michigan to which object the following appropriations are applicable, viz:

1. Appropriation for repair & renovations at South Manitou & Point Betsy Light Stations, Lake Michigan, approved March 13, 1869. \$4,000 of which amount after repairing Point Betsy Light Station there is now left & in my hands.	\$2,795.06
2. Appropriation for improvements at South Manitou Light Station, Lake Michigan. Appropriation July 15, 1870.	<u>\$10,000.00</u>
Total available	\$12,795.06

The present light is of the 4th order, fixed white & is exhibited from a wooden tower rising from the roof of the keeper's dwelling built of brick & stone in 1858 & at present in good condition. The light, which is one of the most important on Lake Michigan, guiding as it does through the channel mostly navigated by vessels bound North or South, has always been complained of as not of sufficient power & elevation. It is now proposed to erect a tower to be connected with the keepers' dwelling by a covered passageway. The present wooden tower and lantern to be removed. The height, from base to focal plane, of the proposed new tower being 64 ft. 6" to which add elevation of ground above lake level - 29 ft. the height of the new light above lake level will be 93 ft. 6". It is further proposed to substitute for the present 4th order lens one of the order 3 1/2. It will be found that provision has been made in the estimate for the difference in the cost of a new 3 1/2 order lens & the present one of the 4th order.

Very Respectfully

O.M. Poe  
Engr. 11th L.H. Dist.

B  
(Form No. 75)

Estimate for a new Light House tower at South Manitou, Lake Michigan.

	Estimate Price ea.	Amount	Actual Cost Quan. Price Ea. Amount
- 80 m Brick	\$10	800.00	
- 15 cords of rubble stone	\$12	180.00	
- Cut stone		1,000.00	
- 250 bbls. of cement	\$2	500.00	
- 30 bbls. of quick lime	\$1.60	48.00	
- 4 M feet common lumber	\$15	60.00	
- 1500 feet seasoned lumber	\$45/M	67.50	
- 4 M shingles	\$5	20.00	
- Hardware		150.00	
- Iron Work, Lantern, steps & c.		2,500.00	
- 10 panes of plate glass	\$17	170.00	
- 300 days of mason's labor	\$4	1,200.00	
- 600 days of common labor	\$1.75	1,050.00	
- 250 days of carpenter's labor	\$2.50	625.00	
- 60 days of foreman	\$4.50	270.00	
- 1210 days subsistence	\$.70	848.00	
- Transportation of men & materials		1,500.00	
- Difference in cost between 4th & 3 1/2 order lens		<u>643.37</u>	
		11,631.87	
- Add 10 per cent for contingencies		<u>1,163.19</u>	
Total Amount		\$12,795.06	

Respectfully Submitted

O.M. Poe, L.H. Engineer, 11th Dist.  
from Office L.H. Engr. 11th Dist.  
Detroit, August 4, 1870

Letter Book 283, Page 188

Office Light House Engineer 11th District  
Detroit, August 4, 1870

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board  
Washington

Sir:

I have respectfully to request that there may be furnished me for use at South Manitou Light Station a 3 1/2 order lens, fixed white, 360 degrees, together with the necessary supplies & accessories, except oil, oil-butts [?], & Light House Clock.

Very Respectfully,

O.M. Poe  
L.H. House Engineer, 11th District

Letter Book 283, Page 480

Office L.H. Engineer, 11th Dist.  
Detroit October 7, 1870

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit this my Annual Report of Light House operations in the 11th District.

Although I did not assume charge of this District until April 14, 1870, this report will comprise all the operations carried on from October 1, 1869 to September 30, 1870 inclusive.

The 11th District embraces all aids to navigation above Grassy Island Light house, Detroit River. There are in the District:

Light Houses & lighted beacons	82
Light vessels	none
Beacons (unlighted)	2
Buoys actually in position	
Spare buoys to supply losses	
Tenders, steam (common to 10th & 11th Dist)	1
Tenders, steam (to aid in construction of Spectacle Reef Light House)	1
Tenders, sailing (to aid in construction of Spectacle Reef Light House)	1

The numbering of the stations is according to the L.H. list for 1870. The operations in this district during the past year and those proposed for the next fiscal year, are as follows:

. . . . .  
[Report page 23]

462. South Manitou, Lake Michigan

An appropriation was made during last session of Congress for improving this light amounting to	\$10,000.00
There was also available from the apprn. approved march 3, 1869 for repairs & renovations at South Manitou & Point Betsy light stations after repairing Point Betsy L.H. a balance of	<u>\$ 2,795.06</u>
Total	\$12,795.06

With this amount it was proposed to erect a brick tower 65

feet high to be connected with the present dwelling by a covered passage way & to substitute for the present 4th order lens one of the order 3 1/2.

For this project plans and estimates were submitted to the Board under date of Aug 4th but I was informed under date of Augt 10th that the balance of \$2,795.06 reverts to the Treasury under the law of July 12, 1870, and the project was therefore abandoned. The importance of the station demands even a better light than proposed & but for the limited amount appropriated, I should have recommended the erection of a tower of greater height with a lens of the third order.

Such a structure is now respectfully recommended and for its erection an appropriation, in addition to the amount of \$10,000 already available of \$20,000. This amount will be ample to repair also the Fog Signal (a bell) at this station, the wood work of which is in a very dilapidated condition.

[Report page 54]

516. Michigan Island, Lake Superior

This station was repaired & relighted last season & is in good condition.

517. La Pointe, Lake Superior

Station is in good condition. No repairs required.

518. Raspberry Island, Lake Superior

This station is in good condition, having been thoroughly repaired & repainted last season.

[Report page 63]

To rebuild and improve South Manitou  
Light Station, Lake Michigan, in addition  
to former appropriations.

Twenty thousand dollars

\$20,000.00



Letter Book 283, Page 1004

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich. April 6th, 1871

To Rear Admiral Shubrick  
Chairman L.H.B.

Sir:

It is probable that before long a demand for Light Houses on Passage Island, and Gull Island, Lake Superior (to the eastward of Isle Royale) will be made. In anticipation of this I have to request that application be made to the general Land Office, for the reservation of these two islands for Light House purposes. They are worthless for cultivation.

Very respectfully

O.M. Poe  
Major of Engineers  
Engineer 11th L.H. Dist.

Letter Book 283, Page 1066

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. April 18, 1871

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington

Sir:

I have the honor to enclose herewith a plan marked A & an estimate amounting to \$30,000, marked B, for a new Light House tower & connecting the same with the present Keepers' dwelling by a covered passage way. Two special appropriations are available for this object, as follows:

1. Appropriation approved July 15th, 1870 for improvements at South Manitou light Station	\$10,000
2. Appropriations approved March 3, 1871, for South Manitou Light Station. Completing the reconstruction of the South Manitou Lake Coast Light, in addition to the balance of the former appropriation	<u>\$20,000</u>
Total of appropriations	\$30,000

The present dwelling is a two story brick structure from the roof of which rises a wooden tower which it is proposed to remove. The building stands upon a sand hill. The new tower is designed to be placed at the foot of the hill & is to be connected with the dwelling by a covered passage way. The main entrance into the tower is to be from the Lake front. The floor of the passage connecting the tower to the dwelling is to be on a level with the first floor of the dwelling. The plan now forwarded shows the dwelling & its connection with the tower. Also the piling & the grillage upon which the tower is to rest. This piling to be dispensed with should a closer examination of the site warrant it. The tower is to be a duplicate of the tower erected at Grand Pointe au Sable, Shilligallee, and Presque Isle, Lake Huron. A tracing of the plan of the tower will be prepared at once & forwarded to the Board. The authority of the Board is respectfully requested to proceed with the work at once. If this is given the \_\_\_\_\_ light may be shown before the close of the present season.

Very respectfully,

O.M. Poe  
Major of Engineers  
Engineer 11th L.H. District

B

(Form No. 75)

Estimate for a new Light House tower at South Manitou, Lake Michigan, and connecting same with the present keeper's dwelling.

	Estimate Price ea.	Amount	Actual Cost Quan. Price Ea. Amount
- 200,000 bricks at \$9 per M	\$9	1,800.00	
- 80 cords of rubble stone	\$20	1,600.00	
- 1,000 bbls. of cement	\$1.60	1,600.00	
- Cut stone		3,400.00	
- 25 M feet of common lumber	\$18	450.00	
- 10 M feet of seasoned lumber	\$45	450.00	
- 10 M shingles	\$5	50.00	
- 7 M lath	\$3	21.00	
- One 3rd order lantern		2,300.00	
- Wood-work		85.00	
- Hardware		250.00	
- Iron steps, landings & deckplate		3,500.00	
- 1150 lin. feet of timber for grillage	\$ .20	230.00	
- 109 piles, 25 feet long	\$5	545.00	
- Driving 109 piles	\$5	545.00	
- 600 days of masons' labor	\$4	2,400.00	
- 1,000 days of common labor	\$1.75	1,750.00	
- 500 days of carpenter labor	\$2.50	1,500.00	
- 100 days of painter labor	\$2.50	250.00	
- 35 days of copper-smith's labor	\$4.00	140.00	
- 2,235 days subsistence	\$ .60	1,341.00	
- Difference between cost of 3rd order lens required & 4th order lens now there		1,500.00	
- For transportation		4,000.00	
- For contingencies		<u>293.00</u>	

Total amount \$30,000.00

Signed O.M. Poe, Engr. 11th L.H. Dist

Letter Book 283, Page 1090

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. April 28, 1871

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington, D.C.

Admiral:

Yesterday I received unofficial information to the effect that by virtue of the 6th section of the Deficiency Bill, approved April 20, 1871, the appropriations for the fiscal year beginning July 1st, 1871, are made immediately available. If this is correct, I will put a large force in the field at once.

Concerning the improvements at South Manitou Light Station, I have as yet made no effort to hurry the work as the ten thousand dollars of the old appropriation can easily be expended before the first of July, but if I can go ahead with full force, the improvements can be completed during the present season. To this end I have respectfully to request early action upon the proposition submitted by me on the 18th instant. We will have a working season of about 180 days, little enough in which to build a 3rd order light house, and therefore every day is of importance. It would be well to telegraph instructions.

Very respectfully,

O.M. Poe  
Major of Engineers  
L.H. Engineer

P.S. The above applies equally to the proposed Pier Head lights and fog signals.

Letter Book 283, Page 1106

[Letter to Lighthouse Board Chairman, W.B. Shubrick from 11th District Engineer, O.M. Poe, dated May 1, 1871, summarizing events in his district for month of April 1871]

...South Manitou, Lake Michigan

The plans & estimate for a new tower at this station having been approved by the Board, the Steamer "Warrington" will be at once dispatched with materials for the station.

[Letter to Lighthouse Board Chairman, W.B. Shubrick from 11th District Engineer, O.M. Poe, dated May 3, 1871, re. "...a tabular estimate of the lenses of this district which are now, or will become available for use, and those which will be required... The lenses in the available column which are not needed for use here will be sent to the Staten Island Depot."]

South Manitou

Lenses which will be or are now available:

- 4th order, fixed, 360 degrees

Lenses required:

- 3rd order, fixed, 288 degrees [300 degrees penciled over it]

Letter Book 283, Page 1172

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. May 11, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board  
Washington, D.C.

Admiral:

I have the honor to acknowledge the receipt of letter from Office of the L.H. Board, dated the 5th instant, with a copy of a communication from the Secretary of the Interior, relating to the reservation of Passage and Gull Island, Lake Superior.

Very Respectfully,

O.M. Poe  
Major of Engineers, L.H. Engineer

[monthly report for May 1871 from 11th District Engineer, O.M. Poe to Chairman of the L.H. Board, W.B. Shubrick, reports progress on South Manitou, dated May 31, 1871]

South Manitou L.H.

The steamer "Warrington" with two scows in tow, has already delivered a cargo of materials for the works of improvement going on at this station and is now on her way to the station with a second cargo (what she can carry and with two loaded scows in tow) amongst which is a pile driver, it having been found necessary to use piles in the foundation.



Letter Book 283, Page 1334

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. June 9, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board

Admiral:

I have respectfully to recommend that application be made for the reservation for light house purposes of Gull Island, situated at the eastern end of Michigan Island, Lake Superior.

Gull Island is known, and described as fractional section 12 of Twp 51 N, R 1 W, 4th principal meridian, Wisconsin, and contains about 3 35/100 acres.

Very respectfully,

O.M. Poe  
Major of Engineers & Brev Brig. Gen, L.H. Engrs.

Letter Book 283, Page 1336

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. June 9, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board

Admiral:

With a view to selection of light house reservations, I respectfully request that I be furnished from the General Land office, copies of the Public Surveys of Outer Island and Sand Island, Lake Superior.

The 4th principal meridian, Wisconsin, is supposed to pass through the former which is the most easterly as well as one of the largest of the Apostle Group, whilst the latter, the most westerly of the same group is supposed to be situated in Twp 52 N, R 4 W, and Twp 52 N, R 5 W, 4th Principal Meridian, Wisconsin.

Very respectfully,

O.M. Poe  
Major of Engineers & Brev Brig Gen, L.H. Engineer

Letter Book 283, Page 1340

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. June 9, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board

Admiral:

In response to letter of the Board directing me to "select such portions of the public land at Michigan Island as may be required for public use" & c., I have the honor to return, herewith, the plat which was enclosed. I have designated upon it the lands which in my opinion are needed, and would remark that while a smaller area would answer for the mere purposes of a light, yet we require all I have indicated so that we may keep the timber cut off and thus prevent the obscuration of the light both to eastward and westward.

The lots required are, Lots 1 and 2 of Section 28, and Lot 1 of Section 27 all in Twp. 51 N, R 1 W, 4th principal meridian, Wisconsin, containing an aggregate of 77 36/100 acres.

Very respectfully,

O.M. Poe  
Major of Engineers & Brev Brig Gen'l., L.H. Engr.

[Note that they are in the process of acquiring a reservation on Michigan Island 14 years after they built a lighthouse there.]

Letter Book 283, Page 1384

Office of Light House Engineer  
Eleventh District  
Detroit, Mich., June 23, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board

Admiral:

I have respectfully to request that application be made for the reservation for Light House purposes of the following desired lots of land on Sand Island, Lake Superior, viz:

Fractional Sections 7 & 18, T 52 N, R 5 W, and 12 of T 52 N,  
R 5 W, 4th Principal Meridian, Wisconsin.

The lots referred to are tinted red upon the enclosed sketch, of the public survey of the locality.

Very respectfully

O.M. Poe  
Major of Engineers & Brev. Brig. Gen'l.  
L.H. Engineer

Letter Book 283, Page 1388

Office of Light House Engineer  
Eleventh District  
Detroit, Mich., June 23, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board

Admiral:

I have respectfully to request that application be made for the reservation for Light House purposes of the following described lots of land situated on Outer Island, Lake Superior, viz:

Lots 1, 2, 3, & 4 of Section 13, Township 53 N, R 1 W, 4th principal meridian, Wisconsin; also lots 1, 2, 3 & 4 of Section 18, and lots 1 & 2 of Section 17, Township 53 N, R 1 E, 4th principal meridian, Wisconsin.

The lots referred to are tinted red upon the enclosed sketch of the public surveys at the locality.

Very respectfully

O.M. Poe  
Major of Engineers & Brev. Brig. Gen'l.  
L.H. Engineer

Letter Book 283, Page 1392

Office of Light House Engineer  
Eleventh District  
Detroit, Mich., June 27, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board

Admiral:

I have the honor to acknowledge the receipt of letter from the Office of the Board, dated 23rd instant, calling for further information with a view to the reservation of Devils Island, for Light House purposes.

In reply I return the charts which were enclosed and upon each of which I have indicated Devils Island at the same time correcting the position of Raspberry Island, erroneously laid down upon each I also transmit a Chart No. 3 of the preliminary Lake Survey Chart of Lake Superior, upon which Devils Island is correctly located and to which I desire to offer in preference either to Bayfield's, the L.H. Chart, or the Land Office sketch.

I have no means of knowing the area of Devils Island, but if there is any objection to reserving the whole of it, the Northern half is that we more particularly need for Light House purposes.

Upon the Land Office sketch it is Manitou Island which is represented as Devils Island.

Very respectfully,

O.M. Poe  
Major of Engineers & Brev. Brig. Gen'l.  
L.H. Engineer

Letter Book 283, Page 1412

Office of Light House Engineer  
Eleventh District  
Detroit, Mich., June 30, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board, Washington

Sir:

I have the honor to submit this report of operations in the 11th L.H. District for the month of June 1871:

...7. South Manitou, Lake Michigan

The materials are now all upon the ground for the new Light House tower at this station. A large force of men will be employed & the work pushed with all the dispatch practicable...

...17. Steam Tender Warrington

This steamer has been engaged in transporting materials to South Manitou & at Spectacle Reef. The pressure of steam in her boiler has been reduced to 50 lbs. per square inch, her allowance by law being 80 pounds & it is hoped that with proper care she can be made serviceable until a new boiler can be provided. She is now here [Detroit] loaded with materials & supplies for Spectacle Reef & will proceed thence tomorrow taking in tow three barges...

Very respectfully,

O.M. Poe  
Engr. 11th L.H. Dist.

Letter Book 283, page 1432

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. August 15, 1871

Rear Admiral W.B. Shubrick  
Chairman L.H. Board  
Washington, D.C.

Admiral:

In accordance with instructions, I have the honor to submit this my Report of Operations in the 11th Light House District for the fiscal year ending June 30th, 1871:

...530. South Manitou, Lake Michigan

The work of improving this station is in progress, though the working party has been temporarily withdrawn for service elsewhere, all the materials are on the ground, and by the 20th of July the entire working force will be again at the station, when it is expected the work will go on uninterruptedly until its completion before the close of the season. The improvements will consist of a 3rd Order tower founded on piles, having its focal plane 100 feet above the surface of the Lake, and a covered passage way connecting the tower and keepers dwelling. This improvement will be of great value to the commerce between Lake Michigan and the other Lakes...

...Outer Island, Lake Superior

The through commerce to & from the western end of Lake Superior increasing so rapidly as the railroads having their terminals at Duluth are extended to the westward, all pass outside of the Apostle Islands and is greatly in need of a Light House on the northern end of Outer Island. This should be a light of the 3rd order, and will cost \$40,000 which now is respectfully recommended to be appropriated.

Sand Island, Lake Superior

For reasons given in the preceding case a light (of a lower order, however) is demanded on the northern end of Sand Island, the most westerly of the group, for which purpose an appropriation of \$18,000 is recommended...

...Passage Island

The discovery of the silver mines on Lake Superior, and consequent sudden and remarkable increase of traffic to that



region, renders it desirable that a light house should be built on Passage Island, to mark the channel between it and Isle Royale. The island is difficult of access & therefore any structure put there will cost more than if erected at some more accessible point. I respectfully recommend that an appropriation of \$18,000 be made for the purpose indicated...

All of which is respectfully submitted,

O.M. Poe  
Major of Engrs & Brev Brig Gen, USA  
Light House Engineer

Letter Book 289, page 289 [NA new # 237, letter is burned]

Treasury Department  
Washington, D.C. May 4, 1872

Herewith are transmitted letter and petition for a Light House on Passage Island, Lake Superior, Michigan and Minnesota, together with letter of Honorable John Lynch, acting Chairman of Committee on Commerce, House of Representatives, transmitting the same and requesting the prompt action of the Light House Board in the matter.

The action of the Light House Board, agreeably to the desire expressed in Mr. Lynch's letter is requested, and the return of the enclosed papers.

I am, Very Respectfully

Wm. A. Richardson  
Acting Secretary

To: Prof. Joseph Henry  
Chairman Light House Board

Letter Book 291, page 962 [NA new # 528]

Bayfield, Wis June 29th, 1872

Dear Sir:

I am sorry to trouble you again, but Mr. Burt, the collector says that he can allow my wife pay as assistant only from the 20th of May, the date of her oath; unless he has an order from the Light House Board; and that order [?] is endorsed by the Secretary of the Treasury. My wife has performed the duties of assistant since the first of April with the help of a young man whom I have had here all the time; and unless she is allowed pay from the first of April. I shall have to pay Mr. Pride for his time, from that time to the 20th of May. If you will have this matter arranged you will confer a favor.

Yours respectfully,

R.H. Pendergast

To Admiral Thornton H. Jenkins  
Naval Secretary  
Light House Board  
Washington

Letter Book 309, page [new NA # 493]

Office of Light House Engineer  
Detroit, 11th October 1871

Rear Admiral W.B. Shubrick, U.S.N.  
Chairman, Lt. House Board  
Washington, D.C.

Admiral

Herewith, in accordance with regulations is respectfully submitted, a report of operations, condition of; and recommendations for the 11th Lt. House District [annual report 1871], viz:...

South Manitou No. 530

The material is on the ground; and work has commenced on the new tower. The completion is expected this season when the 3rd order light will be exhibited...

Michigan Island No. 588

Tower and dwelling in good condition, with the exception of the kitchen, which is unfinished and requires lathing and plastering. It also requires \_\_\_\_\_ where it joins the main building, as it has settled, causing cracks in the wall.

A boat house and ways is much needed. The laudable efforts of the keeper to improve and beautify the grounds are evidently continued and have met with a fair degree of success. The light should do the duty of La Point as well as its own.

La Point No. 589

In general good condition except that the dwelling requires repainting and slight repairs to the plastering. The relighting of Michigan Island renders the maintenance of La Point Light House unnecessary. Its discontinuance is recommended. The Michigan Island Passage is shorter, equally safe, furnishes a lee sooner, and is preferred by navigation.

Raspberry Island No. 590

This station is in good repair; and appears to be well attended. The boat was reported lost last year, to have been badly injured, it is unworthy of repair. A new one is recommended...

Very Respectfully,  
Your Obt. Servt.

A. Murray, L.H. Inspector 11th Dist

Letter Book 309, page 1012 [new NA # 527]

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. 27 October 1871

Rear Admiral W.B. Shubrick, U.S.N.  
Chairman Lt. House Board  
Washington, D.C.

Admiral:

I respectfully recommend that a new boat be supplied the Light Station at Grand Island Harbor for the reasons set forth in the enclosed letter from the Keeper.

The boat at La Point, "Lake Superior", is entirely worn out, and in case that station is continued, a new boat will have to be supplied.

Very respectfully  
Your Obt. Servt.

A. Murray  
L.H. Inspt. 11th Dist.

Letter Book 309, page 1210

Office of Light House Board  
Eleventh District  
Detroit, Mich. 1st August 1872

Professor Joseph Henry  
Chairman Light House Board  
Washington

Professor:

In compliance with the circular of June 5, I have the honor to submit the following report of the condition of the Light Stations, Buoys, and other aids to navigation in this district, viz:...

South Manitou, No. 544

The new tower, with an increased elevation of 40 feet, was completed in November last, and a 3rd order lens substituted for the 4th order heretofore in service, making a decided improvement at this important station. The appointment of an assistant keeper is recommended on account of the increased labor incident to the change of lights...

Michigan Island, No. 604

A boat house and ways are recommended. No repairs are deemed necessary.

La Pointe, No. 605

This station is in good order. All necessary repairs having recently been made.

Raspberry Island, No. 606

This station is in good order and condition. The boat recommended last year has been furnished.

Very respectfully

A. Murray  
Comm., Lt House Inspr.

Letter Book 312, page 75

Treasury Department  
Washington, D.C. September 3rd, 1872

Sir:

As requested in your letter of the 31st Ult. an Assistant Keeper for the Light House at South Manitou, Michigan, is hereby authorized at a salary of Four hundred dollars per annum.

You will please instruct the Superintendent of Lights at Grand Haven, Mich to nominate a suitable person for the above position.

Very Respectfully

Wm. A. Richardson  
Acting Secretary

To: Chairman of the Light House Board

Letter Book 312, page 97

Treasury Department  
Washington, D.C. Sept. 25th, 1872

Sir:

I acknowledge receipt of your communication of the 24th instant, stating that the Inspector and Engineer of the 11th Light House District report that it is desirable to transfer the Light Stations at Duluth, Minnesota Point, Raspberry Island, La Pointe, and Michigan Island from the Superintendency of the Collector of Customs at Marquette to that of the Collector at Duluth, and asking authority for making said changes.

In reply, you are authorized to cause the transfer, mentioned above; to be made.

I am,  
Very Respectfully,

Wm. A. Richardson  
Acting Secretary

To: Prof. Joseph Henry  
Chairman Light House Board  
Washington, D.C.



Letter Book 312 [NA new # 523]

War Department  
Quartermaster General's Office

Washington, D.C., Januy. 9th, 1873

Maj. Geo. H. Elliot, U.S.A.  
Engineer Secretary  
U.S. Light House Service  
Washington, D.C.

Major:

Please accept my thanks for a copy of the Annual Report of the Light House Board for the year 1872.

I rejoice to see that the Board is paying some attention to architectural design in the newer light houses, and that there is a prospect that hereafter the Bald towers which for so many years, while fulfilling their useful office, have in most conspicuous positions offended all persons of taste on their approach to our coasts, will give place, at very little increase of original cost, to buildings which it will be a pleasure to regard.

I am, very truly yours

\_\_\_\_\_ [illegible]  
Quartermaster General  
Bvt. Maj. Gen'l. U.S.A.

Letter Book 313, page 23

Treasury Department  
Washington, D.C., February 15th, 1873

Sir:

Herewith is transmitted for the consideration and action of the Light House Board, a communication dated the 13th inst. from Honorable J.G. Sutherland, M.C., stating that the Light House Board cannot well substitute for L'Anse any other point, recommended to the Committee, at which to establish a light; and stating that the Committee has before it a recommendation of \$40,000 for a light house at Outward Island, and this sum may be reduced to \$30,000 thus leaving \$10,000 that might be applied to the light at L'Anse, and that he would recommend the apportionment if the suggestion meet the approval of the Board.

I am very respectfully,

Geo. S. Boutwell  
Secretary

To: Prof. Jos. Henry  
Chairman, Light House Board

Letter Book 313, page 78

letter dated April 1, 1873 says that as of March 27, 1873 Major Godfrey Weitzel will relieve Major Poe the charge of the Eleventh Light House District

Letter Book 313, page 138

Treasury Department  
Washington, D.C. June 2nd, 1873

Sir:

I transmit herewith for the consideration of the Light House Board and such action and recommendation as may be proper in the premises, a communication from the Honorable Hamilton Fish, Secretary of State, forwarding copy of a letter from Sir Edward Thornton, British Minister, enclosing and calling attention to a Report of the Canadian Privy Council, stating the importance of the erection of a Light House upon the South West Point of Passage Island in Lake Superior.

I am,  
Very Respectfully,

Wm. A. Richardson  
Secretary

To: Prof. Joseph Henry,  
Chairman Light House Board  
Washington, D.C.

Letter Book 313, page 138 enclosure

Department of State  
Washington 28 May 1873

The Honorable Wm. A. Richardson  
Secretary of the Treasury

Sir:

I have the honor to submit for your consideration, the enclosed copy of a communication from Sir Edward Thornton, the British Minister here in relation to the importance of the erection of a Light house upon the South West Point of Passage Island in Lake Superior.

I have the honor to be, Sir  
Your obedient servant

Hamilton Fish

Letter Book 313, page 138 enclosure

Washington, 26th May 1873

Sir:

At the request of the Governor General of Canada, I have the honor to transmit herewith a copy of a Report of the Canadian Privy Council relative to the importance of the erection of a Lighthouse upon the South West Point of Passage Island in Lake Superior and I shall feel much obliged if you will take measures that the suggestion of the Privy Council may be submitted to the proper Department of the United States for consideration.

I have the honor to be with the highest consideration, Sir  
Your obedient servant

Edwd. Thornton

To: Honorable Hamilton Fish

Letter Book 313, page 138 enclosure

Copy of a Report of the Committee of the Hon'ble the Privy Council, approved by the Governor General on the 15th of May 1873

On a memorandum dated 10th May 1873 from the Hon. the Minister of Marine and Fisheries, reporting that his attention has recently been directed to the necessity for the erection of a good Light upon the South West Point of Passage Island in Lake Superior.

That from the central position of that Island, a Light erected upon it would be of the greatest importance to the general navigation of the Lake, and would be of much benefit to Steamers and other vessels running between Sault Ste. Marie, Thunder Bay, and Duluth.

That as Passage Island, however, is within the territory of the U.S. of America, he recommends that the necessary steps be taken to bring under the notice of the U.S. Gov't. the great importance of a Light on the Island alluded to, and to ascertain whether that Gov't. will take into its favorable consideration the advisability of erecting a Light there in the interests of the important and growing trade and navigation of that District in accordance with the liberal and enlightened policy hitherto adopted by that Country in regard to their Light House and Coast Service on the Lakes, as well as on their Sea Coasts.

The Committee concur in the foregoing recommendation and submit the same.

For Your Ex's approval.

Certified

Sd. W.A. Henisworth  
C.P.C.

Letter Book 317, page 328 [NA new # 612]

Custom House, Marquette  
Collector's Office, July 18, 1872

Sir:

I would respectfully ask for authorization to pay Mrs. Hellen L. Pendergast the sum of \_\_\_\_\_ [burned] dollars for services as Laborer performing the duties of Assistant Keeper at Michigan Island Light from the 1st day of April to the 19th day of May 1872, inclusive (prior to date of oath) and include the amount so paid in my account of disbursements to Light Keepers and Assistants for the quarter ended June 30th, 1872.

I am  
Very Respectfully

Hiram A. Burt  
Collector

To: Hon. Chairman  
Light House Board  
Washington, D.C.



Letter Book 334, page 20

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. 24th of August 1872

Professor Joseph Henry  
Chairman Lt. House Board  
Washington

Professor:

Referring to your letter of the 16th of July with enclosures relating to establishing a Light & Fog Bell at Passage Island, Lake Superior.

I would respectfully state that a recommendation on the subject has been contemplated by me ever since I entered on the duties of inspector and in order to arrive at a just conclusion, I avail myself of the opportunity furnished by the Summary [...burned] to visit the locality. A \_\_\_\_\_ of the traffic to Duluth now in consequence of the opening of the rich mines on the North Shore takes that direction, the shortest and a best route being between Passage Island and Isle Royal.

This route is very subject to fogs. It is thought however a suitable light with a steam fog signal on Passage Island would make it also the safest. The season is short and the number of vessels engaged, small. Too short a season and too small a trade to apparently justify such a large outlay as would be required to establish such a station, but the aid would be international, therefore I recommend it.

In the report of the Lt. House Board, 1871, page 56 to which I refer, it is stated to be difficult of access. This is in error. There is a good harbor with nine feet [...burned] where the light \_\_\_\_\_ required.

Very Respectfully  
Your Obedient Servant

A. Murray  
Commodore U.S.N.  
Lt. House Inspector

Letter Book 334, page 34

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. Sept. 21st, 1872

Professor Joseph Henry  
Chairman Light House Board  
Washington, D.C.

Professor:

In accordance with the Board's instructions of the 14th inst., we have the honor to report that it is desirable to transfer the lights at Duluth (building) Minnesota Point, Raspberry Island, La Pointe, and Michigan Island to the Superintendency of the Collector of Customs at Duluth. No other transfers are deemed advisable at present.

Very Respectfully,  
Your Obt. Servt.

A. Murray  
L.H. Inspector 11th Dist.

O.M. Poe  
L.H. Engr. 11th Dist.

Letter Book 334, page 75

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. 6th March 1873

Professor Joseph Henry  
Chairman Lt. House Board  
Washington

Professor

I have the honor to acknowledge the receipt of your letter of the 1st Inst. enclosing a schedule of pay of Lt. Keepers in this District, to take effect April 1st, 1873.

Referring to the 2nd paragraph of your letter, I respectfully state that an Asst. Keeper for South Manitou Light Station has been appointed since October 1st 72.

Very Respectfully & c.

A. Murray  
Commodore U.S.N.  
Lt. House Inspt.

Letter Book 334, page 81

Office of the Light House Inspector  
Eleventh District  
Detroit, Michigan April 24, 1873

Sir:

I respectfully return the letter of the Light Keeper at La Point, Lake Superior, asking for an Assistant Keeper and stating his reasons therefore.

La Point is a fourth [fifth is written in ink, crossed through with pencil, and fourth is written over it] order fixed light, on the main land two-and-a-half miles from the village of La Point, and four miles from Bayfield, Wisconsin. An assistant is not required.

I would recommend, however, that a small allowance of wood, say four (4) cords per annum, be made this station.

I have the honor to be,  
Very respectfully,

A. Murray  
Commodore, U.S.N.  
Inspector, 11th District

To: Prof. Joseph Henry  
Chairman, Light House Board,  
Treasury Department

Letter Book 334, page 221

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 17, 1872

Professor Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

With letter from the Board dated February 9th, 1872, I received a plat of the Northern half of Township 40 North Range 15 West, Michigan, which indicated the site selected for a light house between Grand Island Harbor and White Fish Point an appropriation for which was made by Congress at its last session. Now that measures are about to be taken in maturing plans & c. for the buildings to be erected at that location, I am greatly in need of the plat referred to, which, after a thorough search, cannot be found upon the files of this office. I have therefore respectfully to request that a copy of the same be sent me as soon as practicable.

Very respectfully,

O.M. Poe  
Major of Engineers & c.  
L.H. Engineer

Letter Book 334, page 222

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 19, 1872

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have received the Board's communication of the 16th instant, enclosing copy of extracts from letters from Frederick Cumberland, Esq., M.P. and Mr. James B. Lymes, Master of the steamer "Manitoba", in regard to the want of a light house and fog bell at Passage Island, Lake Superior, and requesting my views relating to the same, and if I think the light necessary, an estimate of the cost.

In reply I respectfully refer the Board to the following extract from my Annual Report for the year ending June 30, 1874 which contains my views as to the importance of the light referred to with an estimate of its costs, viz:

The discovery of the silver mines on Lake Superior, and consequent sudden and remarkable increase of traffic to that region, renders it desirable that a light house should be built on Passage Island, to mark the channel between it and Isle Royale. The island is difficult of access & therefore any structure put there will cost more than if erected at some more accessible point. I respectfully recommend that an appropriation of \$18,000 be made for the purpose indicated.

Very respectfully,

O.M. Poe  
Major of Engineers & c.  
L.H. Engineer

Letter Book 334, page 238

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. August 24th, 1872

Profr. Joseph Henry  
Chairman L.H. Board

Sir:

With a view to acquiring title to the lands required for the proposed light house between White Fish Point and Grand Island, Lake Superior, (Big Sable). I wrote on the 17th inst. to the Governor of Michigan concerning the title, under date of the 23rd he replies that the title is still in the state, and that he has directed that the lands be withdrawn from market until the United States authorities can act.

The total area required, is three hundred twenty five and ninety three hundredths acres (325 93/100 acres) and the price is one dollar and a quarter (\$1.25) per acre, amounting to \$407.41 for the whole.

As the State only issues its patent when the sale is made and the money received, it will be necessary to depart somewhat from the usual course, and pay for the land previous to the approval of the title by the Attorney General of the U.S.. In this there is no difficulty, as there can be no doubt about a title of that character.

I enclose a sketch of the land as required, and respectfully request authority to make the purchase, and receive the title, to be afterwards transmitted for the approval of the Attorney General of the U.S..

Very respectfully,

O.M. Poe  
Engr. 11th L.H. Dist.

Letter Book 334, page 273 a

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Dec. 17, 1872

J.F. Whiting, Esq.  
Detroit, Mich.

Sir:

Your letter of the 12th inst. has been received, and in reply you are informed that I will transmit your letter to the Light House Board with a recommendation that the light at Rock Harbor be reestablished, and a light built at Washington Harbor, not having [?] on account of probable operations at Silver Islet, but for the benefit of the through commerce in Lake Superior, which would certainly derive great benefit from these two harbors in case they were made available as harbors of refuge.

It is not at all probable that anything can be done next season, as all the estimates are now before Congress, and in the aggregate, amount to more than will probably be appropriated.

Very respectfully,

O.M. Poe  
Major of Engineers & c.  
L.H. Engineer



Letter Book 334, page 273 b

O.M. Poe  
U.S.A., Detroit, Mich.

The increasing commerce of Lake Superior & the fact that many of the steamers, as well as some of the sail vessels employed therein, have for the past & well \_\_\_\_\_ reasons, make the passage from Marquette to Duluth & back, via Isle Royale, Silver Islet, and the North Shore. \_\_\_\_\_ in connection with the probability that active mining operations will be [resumed] early next spring on Isle Royale at several different points, justifies me in asking that the Light House at Rock Harbor on south side of Isle Royale may be put in good order & relighted at the earliest possible date after the opening of navigation in 1873.

And for reasons above, I beg to suggest to and through you, to the Light House Board the great importance of establishing a light near Washington Harbor, at the West end of said Isle Royale, the value of which will be made evident by reference to any correct map or chart of Lake Superior.

Any aid you may render in the furtherance of these objects will \_\_\_\_\_ largely to the obligations due from our entire Lake Marine [?], for your former and present efforts to promote its popularity and well being.

Yours respectfully,

J.T. Whiting

Foot of First Street [Detroit]

[Added in pencil]

A light at Washington Harbor, Isle Royale would be far more advantageous to the commerce on Lake Superior than those at Outer & Sand Island on said Lake, therefore if the proposed appropriations can be changed, it will be beneficial.

J.T. Whiting

Jany 11th, 1873

Letter Book 334, page 280

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. 15th Jany., 1873

Profr. Joseph Henry  
Chairman, L.H. Board

Sir:

Persons engaged in navigating Lake Superior are anxious to have the light station at Rock Harbor, Isle Royale, reestablished.

Several years ago this station was discontinued because the commerce availing itself of the fine harbor at this place was too insignificant to warrant the expense of maintaining the light. Since that time the commerce of Lake Superior has greatly increased, and would be benefitted by a light which would enable it to make use of this harbor for purposes [of shelter. It] affords ample and perfect protection from all winds. It has no local importance and its treatment should be entirely in the interest of the general commerce of the Lake. I have had no opportunity to visit the station for some years, and when I saw it, it was in bad condition, of course it is worse now, and will require a good deal of work to properly fix it up. It is difficult of access and will therefore [be] repaired at some cost. I respectfully recommend an appropriation of \$10,000 for the purpose.

Very respectfully,

O.M. Poe  
Engr. 11th L.H. Dist.

Letter Book 334, page 287

Blank No. 1

THE WESTERN UNION TELEGRAPH COMPANY

The rules of this Company require that all messages received for transmission shall be written on the message blanks of the Company, under and subject to the conditions printed thereon, which conditions have been agreed to by the sender of the following message.

THOMAS T. ECKERT, Gen'l. Supt. WILLIAM ORTON, Pres't.  
New York O.H. PALMER, Secy. New York

Dated Detroit, Mich Febr'y 17, 1873

Received at Corner 14th St. and Pennsylvania Ave. 7 P.M.

To Major Geo. H. Elliott  
Light House Board  
Washington

Pier at L'Anse does not belong to gov't.. Outer Island is of more general importance.

Poe

Letter Book 334, page 289

Office of Light House Engineer  
Eleventh District  
Detroit, Mich., February 21, 1873

Professor Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

In compliance with the Board's circular of the 12th instant, instructing me to furnish a list of lenses which I would suggest for light houses at certain points named, giving in each case the order and characteristic, and in detail the reasons therefore, with the arcs of illumination required. I have the honor to state that proper lenses are already in my possession for four of the stations specified...

For the other points named by the Board I would respectfully suggest lenses of the following orders and characteristics, as given in my requisitions of February 24 and July 5, 1872, viz:

1. Outer Island 3rd order, revg., Int. 30"...
4. Rock Harbor (Isle Royale) 4th order, F, 270 degrees...
8. Big Sable 3rd order, F, 225 degrees...

The characteristics in each case mentioned in this communication has been selected with a view to avoid error in identifying the station...

Very respectfully,  
Your obt. servant,

O.M. Poe  
Major of Engineers &  
L.H. Engineer

Letter Book 334, page 290

Office of Light House Engineer  
Eleventh District

Detroit, Mich. February 22, 1873 [received in Washington on 2/25]

Prof. Joseph Henry  
Chairman L.H. Board

Sir:

In reply to the Board's telegram of the 17th instant, I sent the following, viz:

"Pier at L'Anse does not belong to the government. Outer Island is of more general importance."

The port of L'Anse being the terminus of a railroad, will be of local importance during the coming season. But all the improvements there have been made by private parties, and the location is therefore not provided for by the general \_\_\_\_\_ with reference to \_\_\_\_\_ head lights. The pier is not a proper place for a light intended for the general navigation of L'Anse Bay, and if a light is established upon it, still another will be required, as an inspection of a chart of the Bay plainly shows. Long ago I had a conversation with Hon. Henry N. Walker, President of the R.R. Co., pointed out to him what I thought the proper site for a light house and suggested that the R.R. Co. obtain a title to it so that it might readily be transferred to the L.H. Establishment upon payment of a nominal sum. Have not heard that anything has been done in that matter.

The proposed light on Outer Island is of importance to all that portion of the through commerce of Lake Superior passing to or from the westward of the Apostle Islands, that is to say the commerce of Duluth and Superior City. It is demanded by a much larger commerce than will use L'Anse and will be a Lake Coast light instead of a Harbor Light.

For the reasons given I telegraphed as I did.

Very respectfully,

O.M. Poe  
Major of Engineers & c.  
L.H. Engineer

Letter Book 334, page 292

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. March 3, 1873

Professor Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

In reply to the Board's letter of the 24th ult, in reference to supply of lenses for light stations in this District, I have to say that in my letter of the 21st ult. upon the subject, I only intended to give the characteristics which I deemed best for the several stations named, and did not mean to convey the idea that no other characteristics were admissable. With a list of available lenses before me, I might have been able to select \_\_\_\_\_ which would suffice for the \_\_\_\_\_, though they might not answer \_\_\_\_\_ condition...

Outer Island

There is no objection to giving Outer Island any characteristic which will not diminish the range. If the lens is given anything like the same interval that Raspberry Island has, it ought to be varied by red (?) flashes.

Very Respectfully,  
Your obt. servt.

O.M. Poe  
Major of Engineers & c.  
L.H. Engineer

Letter Book 334, page 298

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. April 4, 1873

Prof. Joseph Henry  
Chairman L.H. Board

Sir:

I have the honor to enclose herewith estimate (marked D) of the cost of constructing a third order Light House & Keepers Dwelling at Big Sable, Lake Superior, together with a plan of proposed tower (marked E) and plans of keepers dwelling (marked F).

The plans of tower and keepers dwelling are of the same general features already carried out in several cases in this district, modified however to suit the locality.

The appropriation available for the purpose is \$40,000 and the estimate amounts to the same.

I have to request authority to proceed with the work.

Very Respectfully,

O.M. Poe  
Engr. 11th L.H. Dist.

B  
(Form No. 75)

Estimate of the cost of constructing a 3rd Order Light House and  
Keepers Dwelling at Big Sable, Lake Superior.

	Estimate Price ea. Amount	Actual Cost Quan. Price Ea. Amount
- 6450 feet lin. 12"x12" timber		
- 1656 feet lin. 3"x12" plank [combined]	\$20/M	162.12
- 20 M common lumber	\$18	360.00
- 10 M seasoned lumber	\$38	380.00
- 20 M shingle	\$4	80.00
- 14 M lath	\$4	56.00
- 250 M brick	\$10	2,500.00
- 15 cords rubble stone	\$10	150.00
- 3,333 cu. ft. ashlar	\$1.45	4,832.96
- 34 lin ft. caps & sills	\$2.50	850.00 [math error]
- 77 lin ft. W. sills	\$.75	57.75
- 303 lin ft. steps, door sills, belting, course & water table	\$1.00	303.00
- 165 lin ft. flagging	\$.70	115.50
- Cap - 1873		12.00
- 4 circular head windows	\$30	120.00
- 900 bbls. cement	\$2	1,800.00
- 30 bbls. Lime	\$1.75	52.50
- 20 bushels hair	\$.50	10.00
- Iron work, stairs, main deck, windows & c.		3,500.00
- 1 3rd order lantern		2,350.00
- glass for lantern		250.00
- Amt carried frd.	\$18,441.83	[math error, \$17,941.83]



Letter Book 334, page 298 enclosure (continued)

B  
(Form No. 75)

Estimate of the cost of constructing a 3rd Order Light House and  
Keepers Dwelling at Big Sable, Lake Superior.

	Estimate	Actual Cost	
	Price ea. Amount	Quan. Price Ea.	Amount
- Amt. brt. frd.	\$18,441.83		
- 1 3rd order lens	3,850.00		
- doors, windows & c.	400.00		
- hardware, copper gutters, etc.	450.00		
- paints, oils & putty	100.00		
- 700 days masons labor \$3.75	2,625.00		
- 1000 days common labor \$1.75	1,750.00		
- 400 days carpenter's labor \$3	1,200.00		
- 60 days coppersmith's labor \$3	180.00		
- 60 days painter's labor \$2.50	150.00		
- 120 days foreman labor \$4.50	550.00		[math error]
- 2340 days subsistence \$.70	1,638.00		
- Transportation	6,000.00		
- Purchase of site, with contingent expenses	424.41		
- Contingencies	<u>2,240.76</u>		
- TOTAL	\$40,000.00		

[math errors gave Mr. Poe an  
extra \$1,275 leeway]

O.M. Poe  
Engr. 11th L.H. Dist.

Letter Book 334, page 300

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. April 5, 1873

Professor Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following report of operations under this office for the month of March 1873, viz:...

Big Sable

The plans and estimate for the proposed tower and dwelling to be erected at this point, are now, nearly completed, and will soon be transmitted for the action of the Board. It is proposed to commence the work as soon as possible. Already, measures have been taken to secure a portion of the brick required...

Very respectfully,  
Your obt. servt.

O.M. Poe

Major of Engineers & c.  
L.H. Engineer

Letter Book 334, page 304

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. April 17th, 1873

Professor Joseph Henry  
Chairman L.H. Board

Sir:

I have the honor to enclose herewith, estimate (marked "J") of the cost of constructing a third order Lighthouse at Outer Island, Lake Superior, together with plan of proposed tower (marked "K") and Keeper's dwelling (marked "L").

The plans of tower and keepers dwelling are of the same general features of those proposed and adopted for Big Sable, Lake Superior, modified however to suit the locality.

The appropriation available for the purpose is \$40,000 and the estimate is the same amount.

I have to request authority to proceed with the work.

Very respectfully,

O.M. Poe  
Major of Engineers & c.  
Engr. 11th L.H. Dist.

B  
(Form No. 75)

Estimate of the cost of constructing a 3rd Order Light House and Keepers Dwelling at Outer Island, Lake Superior.

	Estimate Price ea.	Amount	Actual Cost Quan. Price Ea. Amount
- 25 M common lumber	\$20	500.00	
- 10 M seasoned lumber	\$38	380.00	
- 20 M shingle	\$4	80.00	
- 14 M lath	\$4	56.00	
- 240 M brick	\$10	2,400.00	
- 45 cords building stone	\$10	450.00	
- 1,500 cu. ft. ashlar	\$1.45	2,175.00	
- 34 lin ft. caps & sills	\$2.50	85.00	
- 77 lin ft. W. sills	\$.75	57.75	
- 303 lin ft. steps, door sills, belting, course & water table	\$1.00	303.00	
- 165 lin ft. flagging	\$.70	115.50	
- Cap - 1873		12.00	
- 4 circular head windows	\$30	120.00	
- 800 bbls. Rosendale[?] cement	\$3	2,400.00	
- 50 bbls. Lime	\$1.75	87.50	
- 20 bushels hair	\$.50	10.00	
- Iron work, stairs, main deck, windows & c.		3,500.00	
- 1 3rd order lantern		2,350.00	
- glass for lantern		250.00	
- 1 3rd order revolving lens		3,300.00	
- lamps		200.00	
- Amt carried frd.		\$18,831.75	

Letter Book 334, page 304 enclosure (continued)

B  
(Form No. 75)

Estimate of the cost of constructing a 3rd Order Light House and  
Keepers Dwelling at Outer Island, Lake Superior.

	Estimate		Actual Cost	
	Price	ea. Amount	Quan.	Price Ea.
			Amount	
- Amt. brt. frd.		\$18,831.75		
- doors, windows & c.		400.00		
- hardware, copper gutters, etc.		450.00		
- paints, oils & putty		100.00		
- 700 days masons labor	\$3.75	2,625.00		
- 1500 days common labor	\$1.75	2,625.00		
- 400 days carpenter's labor	\$3	1,200.00		
- 60 days machinists's labor	\$3.50	210.00		
- 60 days coppersmith's labor	\$3	180.00		
- 60 days painter's labor	\$2.50	150.00		
- 90 days team & teamsters	\$8	720.00		
- 120 days foreman labor	\$4.50	540.00		
- 2990 days subsistence	\$.70	2,093.00		
- 90 days forage		90.00		
- Transportation		6,000.00		
- Contingencies		<u>3,785.25</u>		
- TOTAL		\$40,000.00		

O.M. Poe  
Engr. 11th L.H. Dist.

Letter Book 347, page 5

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 12, 1873

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir,

I have the honor to submit the following report of operations under this office for the month of June 1873, viz:...

No. 691 Big Sable, Lake Superior

It is intended to commence by the early part of July the erection of quarters for the men and construction of a wharf and approaches for landing the materials for the Light House at this station. After this work is completed the excavation for the foundation will be entered on and the work advanced as rapidly as possible...

Rock Harbor (Isle Royale)

Nothing further has been done towards making the repairs necessary to the re-establishment of the Light House at this place...

Outer Island

A bid for the delivery of cut stone for the Light House to be erected at this point has been accepted and an order issued for an early compliance therewith. Arrangements have been made for the transportation of the other materials, and the work will be entered on at an early date...

Very respectfully,  
Your obdt. servant,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District

Letter Book 347, page 6

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 17, 1873

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I enclose herewith the nomination of Mr. Louis Lederle [\*] for appointment as Foreman of Light House works in this district.

Mr. Lederle resigned the position a few months since, and as I need an experienced person to begin the Light House at Poverty Island, Michigan at once, I earnestly beg speedy action in the interests of the service.

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District

\* [Louis Lederle was the foreman of construction of Outer Island Light, see Letter Book 367, page 1, July 1, 1874]

Letter Book 347, page 6 enclosure

Detroit, Aug 4th, 1873

O.M. Poe  
Major of Engineers

Dear Sir:

You may be surprised to hear of my application for the position formerly occupied under you, and justly so, considering the short notice and abrupt leave. Yet such is the case for although very successful in the business I was engaged in the kind of occupation and extremely long business hours made it disagreeable, and hearing that vacancies still existed in the Light House Est., applied and received the encouragement of Genl. Weitzel subject to your decision and good will. Hoping that you retain no feeling of animosity regarding my misstep. I commend myself for your favorable consideration.

Very Respectfully,

Louis Lederle



Letter Book 347, page 11

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Aug 7, 1873

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir,

I have the honor to submit the following report of operations under this office for the month of July 1873, viz:...

Big Sable, Lake Superior

Quarters for the men and the wharf and approaches have been constructed and the excavation of the foundation begun. Everything is ready for vigorous prosecution of this work...

Outer Island

The party and considerable of the material has reached this place and are making arrangements to begin the work...

Rock Harbor (Isle Royale)

Nothing has been done toward making the repairs necessary to the re-establishment of the Light House at this place...

Very respectfully,  
Your obdt. servant

G. Weitzel

Major of Engineers  
Engr. 11th L.H. District

Letter Book 347, page 19

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Sept. 19, 1873

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir,

I have the honor to submit the following report of operations under this office for the month of August 1873, viz:...

Big Sable, Lake Superior

The foundation for tower (23 feet 9 in deep) has been completed and the work is being vigorously prosecuted. Most of the bricks have been landed. Great difficulties in landing materials, and getting it to the site are experienced here...

Outer Island

The work at this station was begun, but on account of the difficulties in getting or sending mails no report of progress has yet reached me. Nearly all of the material has been landed...

Isle Royale

A survey of the west end of the island was made for the proper location of the site for this station.

Rock Harbor (Isle Royale)

Nothing has yet been done toward making the repairs necessary to the reestablishment of the light house at this place and nothing can be done until next season when a party is sent to build the station on the west end of the island...

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District

Letter Book 347, page 28

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Oct. 14, 1873

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir,

I have the honor to submit the following report of operations under this office for the month of September 1873, viz:...

Big Sable, Lake Superior

The dwelling here was covered and the tower carried up to the roof of the dwelling. Good progress was made in the work and in the delivery of the material...

Outer Island

According to the last letter which I received from this station good progress had been made. The exact condition of the work at the end of the month I cannot give as no report of that date has been received from the foreman...

Isle Royale

Nothing has been done here during the month.

Rock Harbor (Isle Royale)

Nothing has been done toward repairing and reestablishing this station during the month...

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District

Letter Book 347, page 34

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Nov. 11, 1873

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir,

I have the honor to submit the following report of operations under this office for the month of October 1873, viz:...

General Remarks

The oldest employees in the district unite in saying that there never has been known such continuous stormy weather as has prevailed on these Lakes during the last two months, and especially during the last month. Repeatedly during terms of three or four days, no one was able to work, and sometimes for a whole week it was impossible to land material. The result was that I called all the parties in excepting at three points at which it was feasible to continue work. I found that as the works were going on, they were costing much more than the estimates and I will probably be compelled to ask for small additional appropriations to complete some of the stations. I will determine this matter as soon as all of the outstanding bills have been paid...

Big Sable (Lake Superior)

The dwelling, passageway, and woodshed are entirely enclosed, and the tower carried up to 5\_ feet above the cutstone water table. This work is closed for the season...

Outer Island

The foundations for the tower, passage, and dwelling at this station are completed, and the work closed for the season. Much misfortune has been encountered in the prosecution of this work on account of the continual stormy weather...

Isle Royale and Rock Harbor (Isle Royale)

Nothing has been done here during the month...

Very respectfully,  
G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District

Letter Book 347, page 67

Office of Light House Engineer  
Eleventh District, except Lake Michigan  
Detroit, Mich. Mch. 23, 1874

Sir:

In accordance with the directions contained in the Board's letter of the 5th inst., we have the honor to report as follows on the matter referred to in it and its inclosure, viz:

As will be seen from the enclosed copies of letters on file in the Office of the Engineer of this district, Major O.M. Poe requested that application be made for the reservation, for Light House purposes, of certain portions of Outer Island on the 22nd of June 1871. It will be seen, from the tracing herewith inclosed, that these portions comprised the whole northern portion of the island bordering on the water.

It will further be seen that exactly that part of the island (the extreme northeasterly portion) to where the petitioners want the light house changed, was entered by James Chapman and John H. Knight in 1869. It will be further seen, from the petition, that this James Chapman is the first signer, and if we are informed was the instigator of it, and that John H. Knight is the writer of the letter to the Hon. A.S. McDill urging his attention to the matter.

The correspondence of which are herewith inclosed, as well as the note on this subject of this station, which was left by Major Poe for Major Weitzel (copy also herewith enclosed) led the latter to assume that it was the intention to place the light on the reservation. He accordingly located it on the extreme northeast corner of said reservation, as shown by the inclosed tracing.

It is intended for a coast light (3rd order). The site on which it has been commenced is sixty eight feet, while at the extreme north east end of the island the ground is about twenty feet above the level of the Lake.

The focal plane of the tower will be 79'6" above the ground.

If after it is built any of the taller trees should obstruct the light from the eastward, it is presumed that the owners of the land will not object to have them cut down as they seem to take a great interest in the efficiency of the light.

All the stone work for the buildings is finished and the first floor joists are laid. All the material for the station is purchased and on the site except some of the brick. The appropriation for the station was \$40,000.00. Of this \$26,029.00 have been expended.

The papers accompanying the Board's letter are herewith respectfully returned.

Very respectfully,  
Your obdt servants

W.P. Mc Cain [?]  
Cmdr & Inspector

G. Weitzel  
Major of Engineers  
Engineer 11th L.H. District  
(except Lake Michigan)

[letter continues]

Office of L.H. Engineer  
11th District, except Lake Michigan  
Detroit, Mich Mch 23, 1874

Prof Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

In addition to the above I desire to say that Mr. Knight in his letter to the Hon. A.S. McDill does not state the remark which I made to Capt. Stewart correctly.

This gentleman called upon me last winter and told me about the petition which Mr. Chapman had prepared and stated that he had been asked to sign it. But before deciding in the matter he had concluded to call on me and learn the reasons for locating the light on Outer Island at the position which was complained of. I read him the letters in the case and that he then said he would not sign the petition and he has not. I said to Capt. Stewart that the location chosen was not as good as the one at the northeastern point of the island, but that the difference, in my opinion, was not so great as to warrant one in recommending the purchase of land which I was informed was purposely entered to make money from the Government, when the latter had reserved as much land only a mile to the westward. That if the light had been erected for the purpose of guiding vessels into a harbor, it would have been a different affair. But that it was a coast light and would answer sufficiently well, where I located it.

It was after this that Capt. Stewart refused to sign the petition and he is the very best navigator on the Lakes, and is a thoroughly upright and conscientious man.

Immediately after visiting the above I concluded that I had better

go down and see some of the leading signers of the petition: firms like \_\_\_\_\_ of Brackley & Co., the Hacketts and the Biss\_\_\_\_\_ firms that gave the most character to it. I was fortunate enough to find in their offices others of the signers. All authorized me to erase their names and every one said that they had signed the petition under the supposition that they were asking for a new light.

It will be observed that Mr. Chapman signs himself as "Capt. of Steamer J.C. Keyes". I went to the Collector and Inspector's Office here and could find no record of such a steamer. But in the offices above referred to I learnt that the J.C. Keyes was a little ferry boat running between Bayfield and Ashland and that Mr. Chapman was for a long time Indian Agent and Collector at Bayfield and is not known as a navigator.

Mr. J.H. Knight I am told was during a long time Government Land Agent in that section of the country, only the fact that I have forgotten my informant prevents me from saying that I have heard that Mr. Chapman and Mr. Knight have engaged in transactions even worse than this one before. I am told that Gen'l. W.F. Reynolds and Major Jared A. Smith, Corps of Engineers, could give some valuable information on this point.

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. Dis except Lake Michigan

Letter Book 347, page 67 enclosure

Treasury Department  
Office of the Light House Board  
Washington July 31st, 18\_\_

Sir:

I transmit herewith for your information a copy of a letter from the Acting Secretary of the Interior relative to reservation for Light House purposes of lands at Bayfield, Wisconsin, together with tracings of the portions reserved.

Very respectfully,

Thornton A. Jenkins  
Naval Secretary

To Major O.M. Poe  
Corps of Engineers  
L.H. Engineer  
Detroit, Mich.

A true copy

G. Weitzel  
Major of Engrs.



Letter Book 347, page 67 enclosure

Department of the Interior  
Washington, D.C. 25th July, 18\_\_

Sir:

Referring to your two letters of the 5th instant to this Department, I have the honor to inform you that pursuant to the request therein contained, the President on the 21st instant directed the following described lands in the Bayfield, Wisconsin district to be reserved for Light House purposes, viz:

Fractional Section 7, Town 52 N, R 4 W[?]  
Fractional Section 12, Town 52 N, R 5 W  
Lots 1,2,3,4 Section 13, Town 53 N, R 1 W  
Lot 4, Section 18, Town 53 N, R 1 E  
Lot 2, Section 17, Town 53 N, R 1 E

The commissioner of the General Land Office informed me under date of the 14th instant that Lot 1 of Section 17 and Lots 1,2, and 3 of Section 18, T 53 N, R 1 E were entered \_\_\_\_ Oct 1869 by James Chapman and John Knight to whom patent therefore issued 2nd May 1870 and that Fractional Section 18, T 52 N, R 4 W was entered 21 June 1869 by Lorenzo Anthony to whom patent therefore issued 1 June 1868. Inasmuch as the title to these tracts had passed from the United States before the receipt of your application for their reservation for Light House purposes, they are not included in the President's order.

The two sketches accompanying your letters are returned herewith as requested..

Very respectfully  
Your obdt. servt.

B.R. Cowan  
Acting Secretary

To: Hon G.S. Boutwell  
Secy of Treasury

A true copy of a copy

G. Weitzel  
Major of Engrs.

Letter Book 347, page 67 enclosure

Office of L.H. Engineer  
Eleventh District  
Detroit, Mich. June 22, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board

Admiral:

I have respectfully to request that application be made for the reservation for Light House purposes of the following described lots of land situated on Outer Island, Lake Superior, viz:

Lots 1,2,3 & 4 of Section 13, T 53 N, R 1 W, 4th principal meridian, Wisconsin, also Lots 1,2,3 & 4 of Section 18 and Lots 1 & 2 of Section 17, T 53 N, R 1 E, 4th principal meridian, Wisconsin.

The lots referred to are tinted red upon the enclosed sketch of the public survey at the locality.

Very respectfully

O.M. Poe  
Major of Engineers and  
Svt. Brig Genl, L.H. Engr.

A true copy

G. Weitzel  
Major of Engineers & c.

Letter Book 347, page 67 enclosure

Note left by Major O.M. Poe for Major G. Weitzel, Corps of Engineers, upon being relieved from duty as Engr. 11th L.H. Dist.

Outer Island, Lake Superior.

Appropriation \$40,000. Site reserved, plans in course of preparation. Lantern ordered from Ames, Iron work ordered from Detroit Loco. Works, Glass to be ordered from Noel, Saurel [?] & Antoine. Newton to take charge, Salary \$4.00 per day. Plans forwarded on 17 of April.

A true copy

G. Weitzel  
Major of Engineers

Letter Book 347, page 67 enclosure

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. June 9, 1871

Rear Admiral W.B. Shubrick  
Chairman, L.H. Board

Admiral:

With a view to selection of light house reservations, I respectfully request that I be furnished from the General Land office, copies of the Public Surveys of Outer Island and Sand Island, Lake Superior.

The 4th principal meridian, Wisconsin, is supposed to pass through the former which is the most easterly as well as one of the largest of the Apostle Group, whilst the latter, the most westerly of the same group is supposed to be situated in Twp 52 N, R 4 W, and Twp 52 N, R 5 W, 4th Principal Meridian, Wisconsin.

Very respectfully,

O.M. Poe  
Major of Engineers & Brev Brig Gen, L.H. Engineer

A true copy

G. Weitzel  
Major of Engineers

Letter Book 347, page 67 enclosure

Wilmington, Del. Feb 18, 1874

I enclose herewith a petition sent me here by Capt. Albert Stewart of the Propeller Minneapolis which was plying between Buffalo & Duluth last season.

It is a fact patent to everyone that there has been a mistake in locating the new light house on Outer Island. Capt. Stewart says Genl Weitzel told him it was not in the right place but he had no discretion in the matter as the other land was held by private parties, the land can be purchased at a merely nominal price.

I wish you would see the Light House Board & file the petition with the Board.

The signers are parties for the most part well known to me & are interested in the matter.

Arrived here last night.

Truly yours,

John H. Knight

To: Hon. A.I. McDill  
Washington, D.C.

Letter Book 347, page 67 enclosure

The undersigned Masters of Steamers and other vessels plying on Lake Superior, having had their attention called to the location of the Light House now being built on Outer Island in Lake Superior and more particularly shown by the annexed diagram, are of the opinion that it will not accomplish the purposes of a light on that Island, required by vessel steamers & c. going to the Head of Lake Superior as it cannot be seen from its present location until about abreast of the island, unless the vessel is very far on the north shore. The light should be located on the Easterly side of the Island on its northern end where it can be seen by \_\_\_\_\_ [burned] from the best point thereon, coming up the lake and request that such a location of the light be now made.

James Chapman  
Nils Larson  
John D. Angus

Capt of Steamer J.C. Keyes  
" Sch. Maple Leaf  
Keeper of the La Pointe Light

[and 46 other names of captains and vessel owners]

Letter Book 347, page 75

Office of Light House Engineer  
Eleventh District except Lake Michigan  
Detroit, Mich. May 1st, 1874

Prof. Joseph S. Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have now in depot, ready for erection the three steam fog signals intended for Huron Island, Manitou Island, and Outer Island, all in Lake Superior.

It is clear that the one intended for Huron Island should be placed at its most easterly point and a walk constructed from the light house to the signal. This walk will not cost much. The distance is only about a quarter of a mile.

It is also clear that the one for Outer Island should be placed on the point just in front of the new station.

But as to Manitou Island, there is some difference of opinion. Some think that it should not be placed on this island but on the east side of Gull Rock.

I respectfully request instruction on these points and authority to proceed with the erection of these signals.

Very respectfully,

G. Weitzel

Major of Engineers  
Engr. 11th L.H. Dist  
(except Lake Michigan)

[the beginning of this letter is missing, it is described in the index as "relative to necessity for light house appropriations for certain locations", written by Major Weitzel, May 1, 1874]

...Isle Royale L.H. (Lake Superior) Mich

In regard to the recent proposed withdrawal of the appropriation for the L.H. at this point, the following remarks of Captain Davis as to the necessity of even still further aids to navigation in this vicinity will illustrate the urgent claims of this work;

"A light on Pigeon Point in Lot 48 degrees north is desirable. It would answer as a coast light and also a harbor light for Pigeon Bay ..... miles from this point, the N.W. end of Washington Island, from which a course could be obtained to run into Washington Harbor on the S.W. end of Isle Royale. In passing through Passage Island Channel made a careful examination of surroundings. This channel is almost exclusively used by vessels engaged in trade and carrying passengers. A 4th order light established here would be a valuable aid. If established the light would overlook the eastern end of the island and serve as a guide to avoid Gull Island, Caribou Island, and Isle Parisien lying in the track of vessels ought to have lights erected on them & c."

[scrawled on the back, is the dictation for the reply..."Inform Weitzel that the Secretary of the Treasury having said that the present and prospective condition of the treasury makes it improper to ask for further appropriations this session, it is not worthwhile to make the request" and "Presented to Board May 6, 1874. Board deems it not worthwhile to make the request. 11 E & I written May 11, 1874"]



Letter Book 347, page 82

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. June 2, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir,

I have the honor to submit the following report of operations in that part of the 11th District under my charge for the month ending May 31st, 1874, viz:...

Big Sable, Lake Supr, Mich

Work was recommenced at this station during the month, but no report has yet been received from the foreman in charge of the party. The new lamps required for the lens to be used at this station have not yet arrived...

Outer Island, Lake Supr, Wis

Work was recommenced at this station during the month, but at this date no report of progress has been received from the foreman in charge of the party...

...[repairs were made at La Pointe]...

Very respectfully

G. Weitzel

Major of Engineers, U.S.A.  
Engineer 11th L.H. Dist.  
(Except Lake Mich.)

Letter Book 347, page 91

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. June 17, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I desire most respectfully but earnestly to call the attention of the Honorable the Secretary of the Treasury through your Board to the important matter relating to the appointment of keepers at stations where there are steam fog-signals.

The station is in imminent danger where men who understand nothing about a boiler are in charge of a steam signal.

At this moment three of out of the five steam fog signals are out of order on account of the ignorance of their keepers.

Security of life and property both demand that only men versed in handling a boiler should be appointed to such stations.

Very respectfully

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. Dis (except Lake Michigan)

Letter Book 347, page 95

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. June 27, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir,

I have the honor to acknowledge the receipt of the Board's letter of the 24th instant relative to the new station to be erected at Siskiwit Bay, Isle Royale, Lake Superior and I have to say that I will start for Lake Superior on the evening of the 30th inst. to inform myself fully of all the necessities of the district.

The inspector will start on a similar errand on the 2nd or 3rd of July, so soon as we have visited the locality and can form judgement, will report as ordered.

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
(Except Lake Michigan)

Letter Book 347, page 99

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 29, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir,

I have the honor to submit the following report of operations in that part of the 11th L.H. District under my charge for the month ending June 30th, 1874, viz:...

Big Sable, Lake Superior

During the month work at this station was completed with the exception of a part of the plastering, some painting, and the setting of the lens...

Outer Island, Lake Superior

On the arrival of the working party at the station it was discovered that the foundation of the tower and dwelling had not been located upon the proper place upon the reservation.

This fact being reported to me, I gave direction to tear down the work already done, and to move the material and recommence work upon the proper site. This work was commenced on the 21st of the month and since that time about four acres of ground have been cleared off for the new site; 1300 lin. ft. of ground graded and prepared for a track; and about 700 feet of track laid for a hand car on which to move the material. It is hoped that this change will not materially delay the work and that the appropriation already made will be sufficient to complete it.

...[repairs were made at Raspberry Island, Michigan Island, and at La Pointe]...

Very respectfully

G. Weitzel

Major of Engineers, U.S.A.  
Engineer 11th L.H. Dist.  
(Except Lake Mich.)

Letter Book 347, page 100

Office of the Light House Engineer  
Eleventh District  
Milwaukee, Wis., August 7th, 1874

Professor Joseph Henry  
Chairman Light House Board  
Washington, D.C.

Sir:

I have the honor to submit the following as my Annual Report for the fiscal year ending June 30th, 1874.

I was directed to report for duty to the Hon. Secretary of the Treasury by Special Order No. 179, War Dept. Adjutant General's Office, Sept. 8th, 1873 and was by him assigned as Engineer of that part of the Eleventh Lighthouse District, comprising Lake Michigan and Green Bay, by letter from the Light House Board dated January 17th 1874. I relieved Major Godfrey Weitzel on the 18th of February, and immediately took station at this city and opened my office...

586. South Manitou, Lake Michigan, Michigan

Nothing was done by me during the year. The tower is reported as but 20 feet from the water and the shore slowly wearing away, having been \_\_\_\_\_ [burned] off for 60 or 70 feet inshore, this past year. Some protection should be afforded the site at once.

A boat house and ways are needed and will soon be built. A winch has been sent to the station.

A steam fog signal is also needed at this station and should be erected next year...

Fog Signals

Fog signals in this District are as follows...

South Manitou - bell - [operated by] machinery...

A project has been submitted for the erection of steam whistles during the current year at...

Besides these, recommendations are herein made for appropriations for fog signals in connection with new lights at...

Appropriations are also asked for Steam Fog Signals at the following points, viz:

(1) South Manitou Mich...

[and six others, for a total of seven] an appropriation of \$25,000 [for all seven] for this purpose is respectfully recommended.

(1.) Shore protection is needed at the following stations, Skillaqallee, South Manitou, Grosse Pointe, and Milwaukee. This is expensive work and without a project for each station can hardly be estimated on. I think, however, that for this purpose there will be needed from \$8,000 to \$10,000...

Respectfully Submitted by  
Your obedt servt

Henry M. Robert  
Major of Engineers  
Light House Engr  
11th Dist. Lake Michigan

Letter Book 349, page 358

Custom House, Marquette, Michigan  
Collector's Office, June 27th, 1874

Sir: I have the honor to enclose herewith nominations of Samuel Chambers as Principal, and Edwin Seaman, as Assistant at Point DeTour, vice Geo. Thurston, Principal, resigned, C. Kuhn, as keeper of the new light at Big Sable Point, Lake Superior. The appointment of Mr. Kuhn is recommended by the Light House Inspector and Engineer of this District but they do not give his full Christian name, and as Mr. Kuhn is a present custodian of the light and a Post Office at or near the point, it will be impossible to communicate with him until the arrival of the Light House Supply Vessel.

I am  
Very Respectfully

Joseph H. Chandler  
Supt. of Lights

To; Hon Chairman  
Light House Board  
Washington, D.C.

Letter Book 351, page 26

Treasury Department  
Washington, D.C. February 4th, 1874

Sir:

I transmit herewith a communication, dated the 2d instant from the Honorable Hamilton Fish, Secretary of State, referring to letter of the State Department of May 28th 1873, relative to necessity for a light house on south west point of Passage Island, in Lake Superior, as suggested through Sir Edward Thornton, British Minister, by the Canadian Privy Council, and letter in reply thereto, from this Department dated June 2d, 1873, wherein notice is given of the reference of the matter to the Light House Board for recommendation & c., stating that \_\_\_\_\_ .

Prof. Joseph Henry  
Chairman Light House Board  
Washington, D.C.

[parts of this letter are  
apparently missing]

attention of the Department of State again been called to the subject, by a communication from the British Minister and asking whether any decision in the matter, has as yet, been reached by this Department.

In connection with the foregoing, your attention is respectfully invited to letter from this Department of June 2d, 1873, transmitting for the consideration of the Light House Board, and the action and recommendations proper in the premises, the letter (with closures) of the Honorable Hamilton Fish, dated May 28th, 1873, above referred to, and you are requested to advise the Department of the action of the Light House Board in the matter, at your earliest convenience.

I am very respectfully,

Wm. A Richardson  
Secretary



Letter Book 351, page 26 enclosure

Department of State  
Washington, 2d February 1874

The Honorable Wm. A. Richardson  
Secretary of the Treasury

Sir:

Referring to the letter of this Department of the 28th of May last, and to your reply of the 2d of June, relative to the establishment of a Light House on Passage Island. I have the honor to state that the attention of this Department has recently been recalled to the subject by the British Minister.

As no communication upon the subject subsequent to your letter of the 2nd June last, has been received. I have the honor to request that you will inform me at your earliest convenience whether any decision in the matter has been reached by the Treasury Department.

I have the honor to be, Sir  
Your obedient servant

Hamilton Fish

Letter Book 351, page 96

Treasury Department  
Washington. D.C. April 2, 1874

Sir:

I transmit herewith a copy of a communication from the Honorable the Secretary of State dated the 28th ult., covering copy of a note from the British Minister and of its accompaniments relating to the erection by the Canadian Government of a light house on Passage Island, Lake Superior, and requesting that the Light House Board give its opinion on the subject.

You are accordingly requested to submit the papers to the Light House Board for consideration and return them with an opinion upon the matter therein referred to \_\_\_\_\_ the desire expressed in the letter of the Department of State to which reference is made above.

I am very respectfully

Wm. A. Richardson  
Secretary

Prof. Jos. Henry  
Chairman Lt. House Board  
Washington, D.C.

Letter Book 351, page 125 1/2

[penmanship very hard to read]

Houghton, Mich.  
April 27, 1874

Genl. A.A. Humphreys  
Chief, U.S. Engineer Corps, U.S.A.

My dear General[?]

Mr. Sylvanus Mott has made an application for the position of keeper of the light to be opened at Rock Harbor on Isle Royale on Lake Superior.

I can recommend him as the most trustworthy ... [rest of letter is illegible]

[written on the back] from Edward J. Hulbert, he recommends Mr. Sylvanus Mott for the position of Light House Keeper at Rock Harbor, Isle Royal, Lake Superior.

Office Chief Engineers, May 7, 1874, respectfully referred to the Chairman of the Light House Board.

Mr. Hulbert is a gentleman of the very highest standing, largely engaged in the mining operations of Lake Superior, and would not recommend any one with whose qualifications he was not personally acquainted.

A.A. Humphreys  
Brig. Genl. & Chief of Engrs.

---

Informed that there is no Light Station at Isle Royal, and that nominations of Keepers are made by Superintendent of Lights on May 12th.

Letter Book 351, page 127

Treasury Department  
Washington, D.C. May 8th, 1874

Sir:

I transmit herewith for the consideration of the Light House Board, and a \_\_\_\_\_ in the premises as soon as practicable, copy of a communication from Honorable J.A. Hubbell, M.C., asking whether an appropriation is necessary to place the light house at Rock Harbor, Lake Superior, in good repair, and if so, what amount will be necessary for that purpose.

I am  
Very respectfully

F.A. Sawyer  
Acting Secretary

To: Prof. Joseph Henry  
Chairman Light House Board  
Washington, D.C.

Letter Book 351, page 127 enclosure

Committee on Banking and Customs [?]  
House of Representatives  
Washington, D.C. May 6, 1874

Hon. W.A. Richardson  
Secretary of the treasury

Sir:

The rapidly increasing shipping interests of the Great Lakes I am confident require that the old lighthouse at Rock Harbor, Lake Superior, should be placed in order and relighted upon the opening of navigation and I desire to ascertain whether an appropriation is necessary to place the light house in good repair, and if so, what amount will be needed for that purpose.

I will be very glad if you will cause this information to be furnished as early as practicable.

Very respectfully

signed Jay A. Hubbell, MC

Letter Book 351, page 127 enclosure

Rock Harbor - Report on Necessity of Relighting  
Treasury Department  
Office of the Light House Board  
Washington, May 15, 1874

Sir:

The Committee on Lighting to \_\_\_\_\_ was referred the question of relighting the Light at Rock Harbor, Lake Superior, \_\_\_\_\_ to report that, having examined the matter it is of the opinion that this light is absolutely not required by the commerce of that locality.

The letter of the Honorable the Secretary of the Treasury, enclosing a copy of a letter from the Hon. Jay A. Hubbell, M.C., are returned herewith.

Very respectfully

signed C.P. Patterson  
Chairman Committee on Lighting

To: Prof. Joseph Henry, L.L.D.  
Chairman Light House Board

Letter Book 351, page 143

[obituary for Rear Admiral Wm. Branford Shubrick - paraphrased - died in Washington, D.C. on May 27, 1874, at age 84, born in South Carolina in 1790, he entered the Navy in 1806. Many years presided over the Light House Board. He won his early renown in battle, as a Lieutenant of the Frigate Constitution, in the War of 1812.]

Letter Book 351, page 150

Treasury Department  
Washington, D.C. June 6th, 1874

Professor Joseph Henry  
Chairman Light House Board  
Washington, D.C.

Sir:

I am in receipt of your letter of the 27th ultimo, inquiring whether the appropriations made by the Act of March 3, 1873, Lighthouses at Isle Royale, Portage Lake Ship Canal, and L'Anse, Michigan will revert to the Treasury.

In reply I have to inform you that they will remain available for expenditure unless Congress shall otherwise direct, which it is not presumed will be done. I therefore recommend that they be treated in the same manner as other appropriations for construction of Light Houses.

I am very Respectfully

B.H. Bristow  
Secretary

P.S. There appears to be a balance to the credit of Isle Royale alone of the three apprns.



Letter Book 351, page 150 enclosure

Treasury Department  
Office of the Light House Board  
Washington, May 27th, 1874

Sir:

Referring to the Board's letter to you of December 31, 1873, relating to certain appropriations for light houses, I have the honor to request to be informed if appropriations for

Isle Royale

Portage Lake Ship Canal, and

L'Anse, Michigan

Light Houses made by act of Congress, approved March 3rd, 1873, will revert to the Treasury.

It has been informally stated that Congress would not probably revert these appropriations and as the short season for work in the northern lakes is now well advanced it is desirable to know, as early a date as practicable, whether the appropriation will stand.

Very Respectfully

signed Joseph Henry  
Chairman

To: Hon. W.A. Richardson  
Secretary of Treasury

Letter Book 366, page 34

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. September 12th, 1874

Professor Joseph Henry  
Chairman Lt. House Board  
Washington, D.C.

Sir:

I have the honor to ask authority from the Board to furnish boats for use at Outer Island and at Poverty Island Light Stations.

Mr. Helar Lenerou [Generou, Senerou?], a boat builder at La Pointe, Wis. has constructed a boat for Outer Island at a cost of \$125 dollars. Subject to my inspection and approval of the Board and if built satisfactory, authority is asked to receive and pay for it, so it can be delivered at the Station with as little delay as possible.

The boat kept at the Detroit Depot for tending buoys and general work was sent to Poverty Island Lt. Station, Lake Michigan, by the "Dahlia" and I recommend that it be replaced by a new boat at a cost not exceeding \$250 dollars.

Both of these stations come under the rule allowing boats.

Very Respectfully,

W.P. McCann  
Commander U.S.N.  
Lt. House Inspt.

Letter Book 366, page 36

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. September 17, 1874

Professor Joseph Henry  
Chairman Lt. House Board  
Washington, D.C.

Sir:

I have the honor to submit to the Board the following report and recommendations relative to Boats for use at Light Stations in this District...

Big Sable

There is an old unsuitable boat used by construction party at this station. As the Keeper has to procure supplies at Grand Island Harbor or Marquette, the former 30 and the latter 60 miles distant, and has one of the most exposed Stations on Lake Superior. He should be furnished with a staunch 22 foot centerboard, half decked boat, masts and sails complete at a cost of 200 dollars.

Rock Harbor: Isle Royale

There is no boat at this station: Keeper must procure supplies either at Siskiwit Bay or Eagle Harbor the former 22 miles and the latter 45 miles distant. Eagle Harbor is the post office address.

I recommend a boat similar to the one proposed for Big Sable, 22 foot, half-decked, spars and sails, complete at a cost of 200 dollars.

The boat recommended for the above named stations are deemed indispensable...

Very respectfully

W.P. McCann  
Commander U.S. Navy  
Lt. House Inspt.

Letter Book 366, page 40

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. September 22, 1874

Professor Joseph Henry  
Chairman Lt. House Board  
Washington, D.C.

Sir:

In compliance with your instructions of the 18th inst. to report on the advisability of changing the lighting apparatus of La Pointe Light Station, Lake Superior to one illuminating the entire horizon, I respectfully submit the following.

The compass range of visibility of this light as given in the Light House List is, I believe erroneous, that is from NE by E  $3/4$  E to SE by E  $3/4$  E, only \_\_\_\_\_ points, and my opinion is that it lights the channel between Madelene Island and Bayfield as well as the South Channel.

The arc of lens is 270 degrees.

The Keeper at La Pointe Lt. Station stated that for the season of Navigation subsequent to relighting Michigan Island Light not half dozen vessels passed his station and the discontinuance of the light was then recommended by the inspector, but since that time the Northwestern Rail Road has been extended to Ashland which has probably increased but little, if any, the number of vessels navigating Chequamegon Bay.

The change proposed by Major Weitzel would be advisable when the needs of commerce require it.

Very Respectfully,

W.P. McCann  
Commissioner U.S. Navy  
Lt. House Inspector

Letter Book 366, page 96

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. December 16th, 1874

Professor Joseph Henry  
Chairman Lt. House Board  
Washington, D.C.

Sir:

In reply to the Board's letter of the 10th inst., asking my opinion as to the necessity for an assistant keeper at Big Sable Light Station. I respectfully state that the nearest point from which supplies can be obtained for this station is at Munising, 30 miles distant, that there are no roads or trails and that is a densely wooded country rendering communication extremely difficult.

Big Sable Light is a double wick apparatus, and in my opinion an assistant keeper is necessary.

Very respectfully,

W.P. McCann  
Commander U.S. Navy  
Lt. House Inspector

Letter Book 366, page 156

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. April 16th, 1875

Professor Joseph Henry  
Chairman Lt. House Board  
Washington, D.C.

Sir:

I have the honor to enclose herein for the information of the Board a copy of a letter from this office to Mr. Kuhn, principal keeper at Big Sable, and his reply, dated 5th April, relating to the pay of Mr. Paul Happold, Assistant Keeper at that station.

Mr. Happold's appointment is dated January 7th, 1875, but he was employed at the Station from September 2d, 1874 by Direction of the Principal Keeper. The Superintendent of Lights at Marquette has paid the Assistant only sine the 12th of January, according to the statement of Mr. Kuhn, and he claims pay since September 2d, 1875. In accordance with the provisions of the Board Circular of date November 7th, 1871, I recommend that Mr. Happold be paid as laborer at the rate of pay as authorized from September 2d, 1874 to Januray 12th, 1875.

Very Respectfully

W.P. McCann  
Commander, U.S. Navy  
Lt. House Inspt.

Letter Book 366, page 156 enclosure

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. March 29th, 1875

Mr. C. Kuhn  
Light Keeper Big Sable  
Sault Ste. Marie

Sir:

You are requested to forward to this office an account of the services rendered by Mr. Paul Happold at the Light Station in your care, previous to his receiving the appointment of assistant keeper. Also state the necessity that existed for his employment, and give the length of time he was at work before taking the oath of office, so that his vouchers can be properly filled out and authority obtained to pay him.

Respectfully,

W.P. McCann  
Commander, U.S. Navy  
Lt. House Inspr.

Letter Book 366, page 156 enclosures

Big Sable Light House  
April 5th, 1875

Dear Sir:

Your letter of the 29th of March was received on the 5th of April. My assistant commenced work on the 2nd of September (1874). He helped to attend to the lamp. I received his appointment papers on the 16th of January, and he was sworn in on the 24th of January at Munising. The Custom House Collector at Marquette told me he will take his time from the 12th of January. Please pay him whatever you think is right.

Very respectfully,

C. Kuhn  
L.K.



Letter Book 366, page 158

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. April 17th, 1875

Professor Joseph Henry  
Chairman Lt. House Board  
Washington, D.C.

Sir:

I respectfully enclose herewith a copy of a letter from O.K. Hall, Keeper at Outer Island Light Station making complaint against the assistant John Drouillard, asking his removal and the appointment of Peter Ivery in his place, also the copy of a letter, dated 26th of March, reporting that he had discharged Drouillard and taken Ivery as assistant, with him to the island, John Drouillard's letter to this office reporting the Keeper for giving away lard oil belonging to the station is enclosed herein, also the keeper's explanation of the matter.

Before referring these reports to the Board, I had written to Mr. Hall to send me Mr. Drouillard's statement but have received no answer.

Although Mr. Hall's action in the premises[?] is irregular, unless authorized by the Board, through the Superintendent of Lights, he has acted in the interest of the service in discharging an incompetent or worthless assistant.

Mr. Hall is himself an inexperienced Keeper and from all I can learn should have been appointed assist. rather than principal of an important light station.

Very respectfully,

W.P. McCann  
Commander, U.S. Navy  
Lt. House Inspector

Letter Book 366, page 158 enclosure

Custom House, Duluth, Minn  
Collector's Office, March 22d, 1875

W.P.. McCann  
Commander, U.S.N.  
Lt. House Inspt.

Sir:

The enclosed letter from O.K. Hall, Lt. House Keeper at Outer Island I hand you for your action in the matter.

Henry Selby  
Supt. of Lights

Letter Book 366, page 158 enclosure

Bayfield, March 15th, 1875

Hon. Henry Selby  
Duluth, Minn

Dir Sir:

Last fall when I recommended John Drouillard, as an Assistant Keeper, I did so under some reluctance, but men scarce with such that ought to fill the place, and such a small salary as they give, it was a hard matter to get the proper man for the place. Since then I have found that he has a quick and violent temper and has no control over himself whatever.

I have had a great deal of trouble with him, as he abuses me with the most profane language a man can utter, from no cause or provocation, and threatened to give me a thrashing. I caught him asleep on his watch and since then he has lived in one part of the house and I in the other.

During the fall he came to Bayfield, got whiskey (which I do not use) and goods, saying I sent for it. They had their doubts and questioned him close in regard to it. He is a man not to be believed and has the reputation of it throughout Bayfield, not only quarreled with me but his own family. I have lived in a perfect hell. Therefore I hope you will do all you can to get him removed for they could not pay me enough to remain with him.

Since I have been in Bayfield, I have found a man whom I think is capable of discharging the duties of an assistant, in the person of Peter Ivery, being a good sailor and a hard working, industrious man. I recommend him as the man for the place.

Yours truly,

O.K. Hall

Letter Book 366, page 158 enclosure

Outer Island, March 26th, 1875  
Commander W.P. McCann, U.S. Navy

Dear Sir:

I have taken an invoice of all public property left in my charge at this place. I think I have overlooked nothing. I had all bills copied on the Expenditure Book, you will notice I have lacked some of the printed forms and wrote it out in full. I am sorry I did not get your letter before, it should have been forwarded months ago, it was through the meanness of my Assist. that when he was in Bayfield the 18th of January, the post master told him there were letters for me & to come & get them, but he would not do it. I have had trouble with him all winter. When he could not quarrel with me it was with his wife. I have lived in a perfect hell all winter with him. I discharged him as soon as I got here, I brought a man to take his place & he swore he would have me discharged.

I have one confession to make to you Commander, Sir, I done wrong last fall. When Mr. Dobson left here the 24th of October last, his cook came running all out of breath and said Mr. Dobson sent him for 1/2 gall. of oil for Mr. Ingalls. I drained it. I thought my superior officer had the power over me, as he had all this property in his charge till he delivered it over to me. I found right away that I had no right to let a drop go to anyone. I have always worked with interest since I have been here, and I will see that the 1/2 gall. of oil shall be returned. It was for no benefit to me. My record will show that I have always endeavored to do right & I hope you will overlook this mistake of mine.

We have had two beautiful days with a strong gale from the S. to S.W., moving the ice well over to the north shore; water within 1/2 mile of the light house, also as far as the eye can reach up & down the Lake.

Regards to Mr. Bailey.

Respectfully

O.K. Hall

Letter Book 366, page 158 enclosure

Bayfield, Wis  
March 23, 1875

Commander McCann  
Detroit, Mich

Sir:

I have been discharged as an Assistant Light Keeper by Mr. O.K. Hall, principal Light Keeper of Outer Island Light, Wis. And I understand that he has applied to have a person appointed in my place. I wish to state that I feel it my duty to report that he gave away some oil in a two gallon jug, quantity I know not how much, on or about the 20th Oct. 1874. he allows his son to wind up the clock & clean the lamp & his son has scratched the light, this was done on or about the 8th Oct. 1874. He also uses the towels for cleaning [the] lamp, as dish cloths and the camel hair brushes he uses to grease the griddle. He has reported that he could not get along with me but if we have had any trouble, it has been on his account.

Very Respectfully

John Drouillard  
Asst. Light Keeper

Letter Book 366, page 160

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. April 24, 1875

Professor Joseph Henry  
Chairman Light House Board  
Washington, D.C.

Sir:

In reply to the Board's communication of the 21st inst. relative to the removal of the Assistant Keeper at Outer Island Lt. Station. I respectfully state that the Principal Keeper reported to this office, under date of March 26th that he had discharged John Drouillard and employed Peter Ivery as assistant; I therefore recommend the removal of John Drouillard, from that date, for the causes assigned in Mr. O.K. Hall's report, a copy of which was forwarded to the Board on the 17th inst.

Very Respectfully

W.P. McCann  
Commander U.S. Navy  
Lt. House Inspt.

Letter Book 366, page 168

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. May 3, 1875

Professor Joseph Henry  
Chairman Light House Board  
Washington, D.C.

Sir:

I respectfully ask the Board to order an 18 ft. centre board sail boat costing one hundred (\$100) dollars for the use of the Keeper of the Light to be established this spring at Siskiwit Bay Isle Royale. It is advisable to have this boat constructed by the 1st of June next in order to send it to the Station by the Tender Warrington.

Very Respectfully

W.P. McCain  
Commander U.S. Navy  
Lt. House Insp.

Letter Book 366, page 182

Office of Light House Inspector  
Eleventh District  
Detroit, Mich. June 5, 1875

Professor Joseph Henry  
Chairman Light House Board  
Washington, D.C.

Sir:

I have the honor to transmit herein for the information of the Board a copy of a letter from the Keeper of South Manitou Light reporting an accident to the fog signal machinery at that station.

The "Dahlia" left supplies of fuel at South Manitou on the 21st of May, at which time the engineer Mr. Hutton, found the engine boilers & c. new and in good order and ready to operate the whistle whenever necessary. Before she left the station, a fog set in, when the signal was promptly sounded.

On the 1st instant I received a telegraphic dispatch from the Keeper stating that he had started [?] the boiler and started the flues leaking, Mr. Dandreaux, the machinist was at the island and stated to me that the flues had to be expanded: "Shall I employ a boiler maker, there is one here with tools?" He was instructed to have the necessary repairs made immediately.

On the 3d inst I received the Keeper's report (enclosed herewith) of the temporary disabling of and injury to the boilers and its narrow escape from explosion from super heated steam.

Mr. Hutton had given the fullest instructions to the Keeper as to the management of the machinery and particularly cautioned him as to the use of the water gauges in regulating the supply of the boilers, but judging from the result, a single lesson in steam engineering was not sufficient to qualify an inexperienced Keeper for running the engine successfully.

I have taken the necessary steps to prevent, if possible, the recurrence of further difficulties at South Manitou. The enclosed letter is forwarded to the Board with the object of asking its attention to the importance of appointing only competent and experienced engineers as Keepers at fog signal stations.

Mr. A.A. Sheridan has an excellent record as a Light Keeper and has had charge of South Manitou station since July 21st, 1866 but is not familiar with steam machinery; he should have been transferred to another station and a machinist appointed in his place.

Very Respectfully, W.P. McCann, Com'ndr U.S. Navy, Lt. House Inspr.



Letter Book 366, page 182 enclosure

[S.] Manitou Light, May 28th, 1875  
Com. W.P. McCann, Lt. House Inspr.

Dear Sir:

I have had bad luck with the fog signal, the water got down in the boiler on the 22nd, just after the "Dahlia" left here. The cause of the water getting down, the pump was drawing air & working the check valve, and there appeared to be water in the pump, the cock opens into an escape pipe & all I had to judge by was the sound of the steam & I thought it sounded rather dry, but as the check valve was a working I thought it must be a pumping into the boiler.

Mr. Becker, the man that runs it, told me when I relieved him that I would probably have to stop the pump after awhile as it had been feeding a little too fast during the night & I probably should if the water had not got below the pipe in the well. As it was, the first \_\_\_\_\_ that I saw the upper part of the boiler change color & before I could get the fire out of it, the flues got pretty hot. As soon as it happened I started for Frankfort and got Mr. Dandreau the machinist that helped [put] it up, thinking that he could get it repaired before you could get a machinist here from Detroit. he came and caulked some of the flues, but there is \_\_\_\_\_ that still leak & he says they will have to be expanded. I shall go to Frankfort again tomorrow and telegraph to you what to do. I should have reported it as soon as it was done, but I did not know anything how bad it was or what to report until I had it overhauled.

Yours very respectfully,

A.A. Sheridan  
Lt. Keeper

P.S. If Mr. Fiske or Mr. Hutton are there they will tell you that I reported pipe not being safe to run with the day before.

Letter Book 366, page 206

U.S. Light House Tender Dahlia  
Lake Michigan  
August 24th, 1875

Professor Joseph Henry  
Chairman, Light House Board  
Washington, D.C.

Sir:

In compliance with regulations I respectfully submit to the Board the following Annual Report of the Inspector's Department of the District for the year 1875.

The navigation of the Lakes commenced unusually late this season. The first vessel passing through the Straits of Mackinac on the 6th of May, the latest date during a period of 22 years.

Some of the Keepers on Lake Michigan reached their Stations through the ice in the latter part of June and the first part of July. The lights were exhibited and the buoys were located in due time.

Since the last annual report, I have heard but few, and unimportant complaints of the aids to navigation in this district.

There are in this district.

Light Houses and Lighted Beacons

112 ...

Report of Inspection and Supply of the Light Stations of this District in the order in which they occur in the Light House List correct to January 1875...

588. South Manitou. August 23d

A thoroughly efficient light and in excellent order as to keeper's duties. Interior of tower was badly painted two years ago; it has not dried yet. The fog-signal house should be fenced in, and the fences around dwelling extended to the Lake, to keep out cattle. A wire fence would work well, and be cheap also. The Keeper is repairing the Light House boat, recently injured going to the assistance of a vessel ashore near the station.

The engine, boiler, valves, and piping of the fog signal machinery were found in good working order. The Keeper and 2nd assistant appear to understand its management very well, the latter has had experience as an engineer, and no further difficulty with it is apprehended. The cap of the steam whistle has a crack in its side 5 inches long, which does not impare [sic] the sound now, but is liable to be broken in time by the blasts of steam. A new one

should be fitted.

Furnished usual supplies: 1 fog signal lantern, \_\_ iron coal bucket, 1 coal scoop, 1 boats anchor [?], 1 barometer, 1 thermometer, 1 rubber oiler [?], 4 feet leather belting, and 2 belt lacings, 3 1/2 lbs. cotton - waste, 3/4 lbs. rubber gaskets, and 1 gauge tool...

643. Big Sable. July 13th

The Keepers of this new station are inexperienced, but apparently interested in their duties and gradually getting it in good order. A boat house, ways, and winch are needed. Keeper was directed to clear up the grounds about the station, and repair the boat landing. Provisions are procured at Munising, 32 miles direct by water and two days travel by land in winter.

Keepers had been without meat for two months, gave them a supply from the tender. During the winter the Keeper tried to reach Munising with a sled and dogs. The dogs gave out, provisions were lost, when the keeper received assistance from men repairing the telegraph \_\_\_\_\_ cutting the wire. The appointment of 2nd assistant is recommended.

Furnished annual supplies: a boats compass and anchor, 20 fathoms 3 inch Manilla rope, 1 single arm, 1 double block, 1 globe lantern, 1 medicine chest, 3 solar lamps [?], 1 hand lantern, 1 one foot rule, 10 lbs. nails, 2 door mats, 1 set boat sails, and five 14 foot oars. The boat left at this station is too large (length 27 feet, beam 6 ft. 3 inches, depth 2 ft. 3 inches). It was taken from Spectacle Reef, being too large to manage at the crib, and a smaller boat left in its place. It will be suitable for Huron Islands, where there are facilities for taken care of it and in the fall these boats will be exchanged, that is Huron Island and Big Sable...

663. Outer Island. July 21st

In bad condition as to keeper's duties. The tender arrived within 5 miles of the station at 8 A.M. in a fog and calm. The keeper reported having sounded the fog signal at 9 A.M., but we still did not hear it until 11:20 A.M. and then very faintly, as a blast of a second or two duration, at intervals of a minute. We arrived at noon. Chips of wood were found wedged between cap whistle and disk, obstructing the passage of steam. They were removed, when a full and distinct blast of 6 seconds was obtained at proper intervals. Water was found too low in the boiler. The 1st assistant Peter Ivery, said water was in the tank. Mr. Hutton removed the pump bonnets and found the valves in working order. Sounded the tank and found it empty. Filled it by the force pump, then pumped up the boiler and started the engine again. Set the safety valve at 90 lbs. and instructed the keeper to carry 80 lbs.

when working. The 1st assistant has some little knowledge of the machinery, the principal much less and the 2nd assistant none at all. The illuminating apparatus in very bad order and neglected. Lens, lamp, and burners \_\_\_\_\_. The revolving machinery broken and \_\_\_\_\_. I learned from the acting keepers \_\_\_\_\_ that he absented himself from the station much of his time, and the inspector disclosed the fact that he was inattentive and incompetent when present. A new boat was furnished this station, and it was soon after ran upon rocks and sunk, requiring expensive repairs. The apparatus and machinery is too valuable to entrust to such worthless keepers. The removal of Mr. Hall is recommended. Brush and fallen timber are near the fog signal house, a source of danger from fire. A crib and stairway should be constructed in front of the station, or a landing made, and a road cut through the woods from the beach at a point 1/4 of a mile east of the tower. I suggest a landing, and an inclined way, on the bluff, and the fog signal \_\_\_\_\_ very could be utilized for hoisting the supplies at a slight expense. I consider this of urgent necessity, as it is almost impossible to carry coal, oil, grate bars, & c. on mens backs up this steep and crumbling bluff, or through the woods without a road. A boat house and ways are needed. A good location would be at the point above indicated for a landing.

Furnished annual supplies: 1 set grate bars, 1 lantern for fog signal house, 1 iron coal bucket, 1 globe lantern, 1 hand saw, 1 wood axe, 2 door mats, 1 fog horn, 1 dust pan, 3 solar lamps, 1 oil stone, 2 gimlets, 1 coal scoop, 1 rubber oiler, 4 feet leather belting, 2 lacing for same, 5 lbs. cotton waste, 5 lbs. tallow, 3 1/2 lbs. sheet rubber packing, 1 lamp feeder, 1 set lantern curtains, 1 down \_\_\_\_\_, 1 sleigh [dingle] block, 20 fathoms Manilla rope, \_\_\_\_\_ lbs. spun yarn, 1 medicine chest, and 1 line marker.

664. Michigan Island. July 22nd.

In fine order as to keeper's duties. Tower needs whitewashing outside, dining room and kitchen need repairs to plastering. A larger cistern should be provided. The present one holds only 6 or 7 bbls. of water - 3 weeks supply. Keeper uses melted snow in winter. The grounds are in fine order and ornamented with shrubs, flowers, & c.

Furnished annual supplies: 1 boat anchor, 1 boat compass, 10 fathoms 3 inch Manilla rope, 1 set lantern curtains, 2 panes plate glass 26 3/4 x 40 inches.

665. La Pointe. July 22nd.

The keeper of this station treats with contempt the instructions of the inspector and lampist as to the management of the light. The lens, lamp, burners, oil butts & c. are very dirty. In bad order last year, and worse, if possible, this year. From remarks made by this keeper, I infer that he has the impression that the Light

House Board, or its officers has no authority or power of removal. The keeper at Outer Island expressed similar views to some of the supply party. Mr. John B. Angus was warned last year. His removal is recommended.

The schooner rigged scow under construction at the station at last inspection, still occupies the time and attention of the keeper. The dwelling has the appearance of being used for a boarding house by the laborers and fishermen on the point. Furnished annual supplies and one glazier's tool.

666. Raspberry Island. July 22nd.

As heretofore reported in excellent condition. A new boathouse is needed, the old one was built by the keeper. The grounds are cultivated, and particularly well cared for.

Furnished annual supplies: 1 line marker [could also be a time marker], 1 boats compass, 1 boats anchor, and 10 fathoms 3 inch Manilla rope.

667. Minnesota Point. July 23rd.

The dirtiest station in the district. Filthy and neglected as at last inspection. Last years report stated "This is in a worse condition than any of the other 50 lights..." [goes on to recommend his removal]...

669. Isle Royal. July 27th.

Tower and dwelling in course of construction. Left supplies for a 4th order light in charge of Mr. Lederle, engineer foreman. The boat, complete, also the one for Rock Harbor were brought up by the Warrington and are now here. Should this harbor ever become of any importance to the commerce of Lake Superior, a day beacon on the south shore of Isle Royale, at a point 3 miles N.N.E. of the rocky islets at its entrance east of the Light House would be an aid to vessels entering.

670. Rock Harbor. July 27th.

In fair order as to keepers duties. Lantern leaks slightly in gales. The old wooden stairway should be replaced by an iron one. An assistant keeper at this station appears to be a necessity - in consequence of the great distance from which supplies must be brought. Siskiwit Bay, 25 miles distant is where the keeper procures supplies now, and in the event of the Island Mining Company's withdrawing from the Island (said to be probable) he would then be compelled to go to a much greater distance on the mainland, or to the north shore, extremely dangerous navigation by boat in the spring, or late autumn. Keeper should be permitted to select his assistant.

Furnished annual supplies: 1 glazier's tool, 1 soldering iron, 1 drip bucket, 1 boat anchor, 2 door mats, 1 oil carrier, 1 drip cap, 1 frost [?] lamp, and 30 fathoms 3 inch Manilla rope...

Passage Island. July 28th.

In compliance with instructions from the Board for me to select a suitable site for the proposed light on this island. I respectfully suggest the westernmost of three bluffs, near the Southern extreme of the Island as a good locality for this purpose. The estimated height is from 35 to 40 feet above the Lake. It would afford a sufficient elevation, and a range of nearly 300 degrees. A 4th order, fixed white light, visible at a distance of 17 miles, would, in my opinion, be proper to light this passage...

During this tour of inspection, and supply of the lights of this district, the officers and crew of the Tender Dahlia have performed all their duties in a highly satisfactory and creditable manner.

Very respectfully  
Your Obedient Servant

W.P. McCann  
Commander U.S. Navy  
Inspector, 11th District

Letter Book 367, page 1

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 1st, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

In accordance with the regulations of the Light House Establishment, I have the honor to submit this my report on operations in the 11th Light House Dist. (except Lake Michigan) for the fiscal year ending June 30th, 1874...

[referring to Spectacle Reef] ...This magnificent work is an enduring monument to the skill, ability and industry of my predecessors... also to the Superintendent of Construction Mr. Anthony Lederle. I regret to say I consider it only just to place it on record here, that this faithful assistant who had served in this district nearly sixteen years died in the month of November 1873...

641. Big Sable, Lake Superior, Michigan

The erection of this station was begun during the month of July last year. At the end of the fiscal year it was completed with the exception of plastering and outside whitewashing.

It will be ready for lighting [as soon] as the lens can be set up. This is to be on or about the 19th of next month...

661. Outer Island, Lake Superior, Michigan

The work at this station was begun during the month of August. As soon as communication could be had with the parties, it was found that the foreman in disobedience of his orders had started the [construction] on land owned by private parties \_\_\_\_\_ of on the reservation. An older and more experienced foreman was sent without delay and he planted the stake for the station at the proper place and was then [taken] away to take charge of the construction of the Twin River Point Station.

When the party to carry on the work arrived at the station last May the Superintendent of Construction discovered the station had again been placed wrong and not at the point which had been staked out. This necessitated another change. Notwithstanding these two mishaps, [owing] entirely from weakness in character of the newly appointed foreman, it is believed that the appropriation will suffice to complete the station. Under a new foreman (Mr. Louis

Lederle) excellent progress is being made and if the lens is set up in time will probably be ready for lighting the 1st of October...

#### 667. Isle Royale, Lake Superior, Michigan

Work could not be commenced on the station last year for want of a proper man to take charge of it, and the great difficulty in determining its proper location, [and] finally an order not to build it. During the month of June 1874, however, I was directed to select a location for it on the most easterly of the small islands which form the southern border of Siskiwit Bay. I proceeded there in person \_\_\_\_ position. A sketch of this island with the selected spot and plan and estimate for station are in course of preparation and will be forwarded as soon as possible.

It will probably be too late to begin work on this station this season, but will be built if so ordered, early next season. In the mean time, the repaired, relighted Rock Harbor station will be of great benefit to the four large steamers & the other vessels that run regularly to Siskiwit Bay.

#### Rock Harbor (Isle Royale) Lake Superior, Michigan

In the latter part of the month of June 1874 I was directed to repair and relight the old station at this place. I proceeded thither, organized a party and directed the work to be pushed with all \_\_\_\_\_. I ordered the light to be exhibited as soon as possible as its existence will be a great benefit. I estimated the 5th day of August would be as soon as this could be done and so framed a draft of the notice to mariners. I have however since received a report that the light was exhibited for the first time on the night of July 25th, 1874.

#### Passage Island, Lake Superior, Michigan

An appropriation of \$18,000 for a station on this island is for the fourth time recommended. This is an important matter for the valuable commerce of the northern portion of Lake Superior...

[repairs were made during the past year at Raspberry Island, La Pointe and Michigan Island, more repairs are required at La Pointe during the coming year.]

I have had constructed during the year, four additional signals intended for Huron Island, Manitou Island, Outer Island, Lake Superior, and Skillagalee, Lake Michigan. The three former will be erected this year...

[speaks about the district's tender, the steam barge Warrington. It needs refurbishing and strengthening and also recommended larger cabins for the long Lake Superior trip. It was in constant use during the past year. He said it was so busy that the boat could



not be used to bring materials to Outer Island, etc... He hired a private firm, the materials were badly handled and many needed to be repurchased. The amount wasted could have paid for the repairs to the Warrington, which he estimated at \$4,000]

All of which is respectfully submitted,

G. Weitzel  
Major of Engineers  
Engineer 11th L.H. District  
(except Lake Michigan)

Letter Book 367, page 22

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 28, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to acknowledge the receipt of the Board's letter of the 31st ult. and 1st inst. relative to relighting Rock Harbor Light House and to state that it will be relit about the 5th of August.

Very respectfully

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
(except Lake Michigan)

Letter Book 367, page 28

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 28, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to transmit herewith for publication a draft of a notice to mariners announcing the relighting of the station at Rock Harbor, Isle Royale, Lake Superior and the exhibition of a light from the new tower just completed at Big Sable on the south shore of Lake Superior about 70 miles west of White Fish Point.

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District (except Lake Superior)

Letter Book 367, page 28 enclosure

Notice to Mariners

United States of America - Northern and Northwestern Lakes

Lake Superior - Rock Harbor, Isle Royale

Notice is hereby given that on or about the night of Wednesday the fifth (5th) day of August 1874, a fixed red light will be exhibited from the old tower situated on the west side of the entrance to Rock Island Harbor, Isle Royale about 12 miles from the eastern extremity of the island.

The apparatus is a Fresnel lens of the 4th order and illuminates 270 degrees of the horizon.

The focal plane is elevated \_\_\_\_ [burned] feet above the level of the lake which responds to a range of visibility of 14 nautical miles.

The tower is of mixed stone and brick, a light drab color, & the house connected with tower by a passageway is made of stone. Both tower and house are coated with a cement wash.

Approximate Longitude	88 degrees, 34' West
Approximate Latitude	48 degrees, 5' North

Letter Book 367, page 28 enclosure

Notice to Mariners

United States of America - Northern and Northwestern Lakes

Big Sable - Lake Superior

Notice is hereby given that on or about the night of Wednesday the 19th day of August 1874 a fixed white light will be exhibited from the new brick tower at Big Sable Point, south shore of Lake Superior about seventy miles west of White Fish Point.

The apparatus is a Fresnel lens, 3rd order, illuminating 288 degrees of the horizon. The focal plane is elevated \_\_\_\_ [burned] feet above the level of the lake which responds to a range of visibility of a little less than 18 miles.

The tower is connected with the dwelling by a passageway. The entire structure is built of brick and is whitewashed.

Approximate Longitude	86 degrees, 04' West
Approximate Latitude	46 degrees, 41' North

Letter Book 367, page 30

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 28, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to acknowledge the receipt of the Board's letter of the 31st inst. relating to the selection of a site for a light house at Siskiwit Bay, Isle Royale, Lake Superior.

I have visited Siskiwit Bay and find that there are five small islands on its south side, and the most easterly is the preferred one. It lies in Section 17 of Township \_\_\_\_\_ N, of Range 35 W. Neither it nor the one to the westward of it are shown on Land Office maps but are shown on the charts of the Lake Survey. I am [confident] that neither of them have ever been surveyed and they are the property of the Government.

I have directed a survey to be made of it and will send a map as soon as possible.

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
(except Lake Michigan)

Letter Book 367, page 32

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 28, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

In the absence of the Inspector of the District, I have the honor to recommend the appointment as assistant keeper at Big Sable Point station, Lake Superior of Paul Happold at a salary of four hundred and twenty dollars (\$420) per annum.

Mr. Happold is the brother-in-law of the acting keeper; has been in my employ and is a worthy man.

Very respectfully

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
(except Lake Superior)

Letter Book 367, page 34

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 28, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to enclose the oath of office of Casper Kuhn, acting keeper at the new station at Big Sable Point, south shore of Lake Superior.

Mr. Kuhn has been employed in building the station. It is so inaccessible that nothing could be done but to swear him [in] myself, when I visited the station a few days since. To have reached a notary would have taken several days and have cost at least thirty dollars.

Very respectfully

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
(except Lake Superior)



Letter Book 367, page 36

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. July 28, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to request that a keeper be appointed for the re-established light at Rock Harbor, Isle Royale, Lake Superior.

Very respectfully

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
(except Lake Superior)

Letter Book 367, page 50

Office of Light House Engineer  
Eleventh District  
Milwaukee, Wis. August 3, 1874

Professor Joseph Henry  
Chairman, Light House Board  
Washington, D.C.

Sir:

In reply to the letter from the Board of the 30th July, I would state that with my present lack of thorough acquaintance with the subject, it is difficult for me to decide the exact order in which fog signals in Lake Michigan should be erected...

I will now to the best of my judgement arrange these in the order in which they should be constructed.

List of Fog Signals recommended for Lake Michigan and Green Bay, arranged in their order of precedent.

- |                      |                             |
|----------------------|-----------------------------|
| (1) Skilligallee     | (7) Pottawatomie            |
| (2) McGulpin's Point | (8) Chicago                 |
| (3) Port du Mort     | (9) Point Betsey            |
| (4) Grand Haven      | (10) Grande Pointe au Sable |
| (5) Milwaukee        | (11) Waugoshance            |
| (6) South Manitou    | (12) Twin River Point...    |

Respectfully Your Obedt Servt

Henry M. Robert  
Maj. Engrs. & L.H. Engr.  
11th Dist. Lake Michigan

Letter Book 367, page [new NA # 152, dated August 3, 1874, is a request from Engr. Weitzel to the Light House Board for appropriations for constructing fog signals at Huron Island - \$2,500, Manitou Island - \$2,000, and Outer Island - \$2,500 to 3,499, amount burned, for a total of \$7,000 to \$7,999, amount burned.]

Letter Book 367, page 66

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. August 6, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

In answer to the Boards telegram of the 2nd inst. asking if the date of lighting of Isle Royale light house could be changed from the fifth to the fifteenth of August. I telegraphed on the same day my reply, "Yes".

Very respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 367, page 84

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. August 19, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following report of operations in the 11th District (except Lake Michigan) for the month ending July 31st, 1874, viz:

Big Sable, Lake Superior

A small force of workmen were employed finishing the plastering, painting, and tinwork, etc., etc., at this place. As of the date of this report I have information that all work has been finished and that all is in readiness for the exhibition of the light...

Outer Island, Lake Superior

The track for a hand car has been [laid], all the material removed to the new site, the masonry of the dwelling and the woodshed completed and rafters put on; and the work of setting the base courses of the tower has been begun.

Rock Harbor, Isle Royale

In compliance with the Board's instructions, I sent a party of workmen from Houghton to this station on the 24th of the month, sending with them all the material necessary for repairing the buildings; also the apparatus for illuminating the station.

Very respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
Engr. 11th Dist, except Lake Michigan

Letter Book 367, page 104

Office of Light House Engineer  
Eleventh District  
Milwaukee, Wis. August 21, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I enclose herewith a plan of the portion of South Manitou Island adjacent to the Lighthouse, with a plan for its immediate protection, with three small cribs and an estimate of the cost of construction.

The report of the Keeper that the sea had encroached to within 20 ft of the tower, having washed away 60 to 70 feet during the year, made it necessary for me to send foreman, Mr. Crosman, to examine the case, taking soundings & c. He reports the low water line within 42 ft from the tower with a tendency to approach nearer. The soundings show a bar parallel to the shore, which was formally more marked than now. Last winter a large mass of ice leveled this bar, and since then the shore has been wearing away, and the bar has been forming rapidly. The great storms affecting the point come from the Southwest.

The theory of the case, upon which I have based the protection, is as follows:

The sea beating into the little bay west of the Lighthouse produces an Eastward current along \_\_\_\_\_. This current served as a protection from the more direct action of the sea, producing, where they met, the deposit forming the bar, and this bar in its turn, serving as a protection from the southerly storms. While this bar lasted there seems to have been no wearing away of the shoreline. If my theory is right the bar should soon form again, and the old state of affairs exist, only that in the meanwhile the Light would be washed away. To prevent this immediate encroachment, I propose to put three small cribs out from the toe of the high bank, about 40 feet in the water, the direction of the cribs being slightly inclined towards the direction of the current. [The bank] itself would be additionally protected with some brush and gravel wherever it seems to require it. The end cost will not exceed \$1,500, and the case is one of such urgency that I at once made arrangements for the delivery of some logs and stone at the point, and as soon as they are delivered, will send a party to do the work.

I have just found that the United States owns no waterfront at the site of the Lighthouse, but the case is such that there is no time for hesitation. \_\_\_\_\_ seems to be no use for a waterfront, except

for these \_\_\_\_\_ and they would of course help the land upon which they are placed. A boathouse should be put in the harbor if a site can be obtained.

Trusting that the above project will meet the approval of the Board,

I am very respectfully yours,

Henry M. Robert  
Major Engrs., L.H. Engr.  
11th D., Lake Michigan

Letter Book 367, page 104 enclosure

(Form No. 75)

Estimate for cribs for shore protection at South Manitou Lighthouse  
Site, Lake Michigan, August 1874.

	Estimate Price ea. Amount	Actual Cost Quan. Price Ea. Amount
1600 ft Timber	\$5/M 80.00	
25 cords stone	\$6 150.00	
40 days labor	\$2.50 100.00	
Superintendence, exam- ination & trans- portation	100.00	
Contingencies	<u>70.00</u>	
Total for one crib	\$500.00	
Size of cribs from 60' to 75' long 10' wide 8' high on outer end		
2 cribs as above	@ \$500	\$1,500.00



Letter Book 367, page 113

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. August 31, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to request that a keeper and assistant keeper be appointed for the new station erected on Outer Island, Lake Superior.

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
except Lake Michigan

Letter Book 367, page 124

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Sept 5, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

In accordance with the directions contained in the Board's letters of the 24th of June and 2nd of July last, I have the honor to report that both the Inspector of the District and I have visited Siskiwit Bay, Isle Royale, Lake Superior.

There is no question but that the most easterly of the islands forming the south side of the Bay is the proper one on which to locate the contemplated lighthouse.

I accordingly have caused a survey to be made of it and this survey platted. I enclose herewith a tracing of [the site] on which is located the position decided upon by the Inspector and myself after careful thought and conference.

This island as well as the next one to the westward were never surveyed by the Government and are not to be found on any Land Office map. Hence we conclude that it belongs to the Government.

It is about 1,700 feet in length and about 150 feet in width. It is of sandstone, dipping to the southeast at an angle of about \_\_\_\_\_ and affords excellent building stone in abundant quantity. The highest ground (25 feet) is an isolated point toward the S.W. of the island. On another isolated elevation rising to 24 feet, the Lake Survey station F is built. Both of these are narrow areas. But from about 150 feet to 300 feet northeastward of the last point \_\_\_\_\_ general level from 16 to 17 feet above the level of the Lake which affords in our opinion the most suitable site for the Light House. This part of the island is covered with a low growth of spruce and cedar trees. The location chosen is about 1,000 feet from the extreme easterly end of the island. It cannot be placed nearer this end on account of the heavy seas in northeast winds.

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
except Lake Michigan

Letter Book 367, page 130s [new NA# 254]

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Sept 8, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I respectfully recommend that the lighting apparatus of the La Pointe light station, Lake Superior be changed to one illuminating the entire horizon.

A large commerce in iron ore is growing up from Ashland at the head of Chequamegon Bay. Vessels sailing down this bay at night can not see the light until nearly to the northeast of it.

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
except Lake Michigan

Letter Book 367, page 172

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Oct 1st, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to transmit herewith for publication a draft of the notice to mariners announcing the proposed illumination of the new station at Outer Island, Lake Superior.

I learned yesterday in an unofficial manner that the Keepers were at the station. I have never received official notice that they had been appointed.

The description of the station was sent to me in an incomplete manner and this has caused delay in this notice.

It can be lighted at any moment without causing any \_\_\_\_ and hence I have fixed the date as early as possible.

Very respectfully,

G. Weitzel  
Major of Engineers  
Engr. 11th L.H. District  
except Lake Michigan

Letter Book 367, page 172 enclosure

Notice to Mariners

No. 42 of 1874

United States of America - Northern and Northwestern Lakes

Outer Island - Lake Superior, Wisconsin

Notice is hereby given that on and after Tuesday, October 20th, 1874 a light will be exhibited from the tower erected on the most northerly point of Outer Island, Apostle Group, Lake Superior.

The apparatus will be a lens of the third order of the system of Fresnel, showing a flashing white light of ninety seconds duration at intervals of ninety seconds and illuminating the entire horizon.

The tower is built of brick and whitewashed. The keepers dwelling is built of red brick and is connected with the tower by a passageway.

The focal plane of the tower is 130 feet above the level of the lake.

The light should be seen in clear weather from the deck of a vessel 10 feet above the water at a distance of 19 1/4 statute miles.

Letter Book 367, page 178

Office of Light House Engineer  
Eleventh District  
Milwaukee, Wis. October 5th, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following as my report of operations for the month of September 1874...

South Manitou Island

The work at this station for the rest of the month has comprised the construction and launching of three (3) cribs for the shore protection, as approved by the Board in reply to my project of August 21st. On the 27th the foreman reports one crib sunk and then filled with stone, which was immediately subjected to the force of a heavy sea caused by a gale which sprang up the same night. Coarse gravel and sand began immediately to pile up on both windward and leeward sides of the crib 18 to 20 inches in depth. There has been much difficulty experienced in getting stone to fill the cribs, and I have been obliged to have a second foreman on the main land supplying the other with stone...

[under misc. repairs] South Manitou - Storm shutters have been sent to this station.

I am Sir,  
very respectfully,  
Your obedt servt

Henry M. Robert  
Major of Engineers  
Lighthouse Engineer

Letter Book 367, page [new NA # 289]

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Oct 14th, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following report of operations for the month ending Sept 30th, 1874, in the Eleventh District (except Lake Michigan). Viz:...

Outer Island, Lake Superior

During the month the lighthouse tower and keepers dwelling at this place were completed and the illuminating apparatus set up. All that remains to be done is to complete leveling and grading around the buildings. This will probably be done within a week...

Fog Signals on the Lakes

...The workmen proceeded from thence [Manitou Is. - Lake Superior] to Outer Island, Lake Superior, to establish a similar signal at that station. No report of progress has been received since their arrival there.

Very respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
Engineer 11th L.H. Dist  
(except Lake Michigan)

Letter Book 367, page 186

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Oct 16th, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to transmit herewith for publication a draft of a notice to mariners, announcing the sounding of a fog whistle at the most northerly point of Outer Island, Lake Superior, Wis.

Very respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
Engineer 11th L.H. Dist  
(except Lake Michigan)



Letter Book 367, page 186 enclosure

Notice to Mariners

United States of America - Northern and Northwestern Lakes

Fog Signal at Outer Island, Lake Superior

Notice is hereby given that on and after Thursday, November 5th, 1874, a steam fog whistle giving blasts of 8 sec. with intervals of 52 sec. will be sounded during thick and foggy weather at the most northerly point of Outer Island, Lake Superior.

The fog signal house is 260 feet N.W. by \_\_\_\_ from the Lighthouse. [the following line has been pencilled through - "and stands in a cut \_\_\_\_ the bank of the lake, 26 feet below the top of the bank, and 25 feet above the lake level."]

Letter Book 367, page [new NA # 323]

Office of Light House Engineer  
Eleventh District  
Milwaukee, Wis. November 4th, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following report of operations for the month of October 1874...

Repairs - South Manitou Island

The cribs and the shore protection were sunk, and gravel began to lodge on both sides of each pier, and has continued to do so, forming a new shoreline as rapidly as I could have wished. A small pier of cribs, lined with slabs, and filled with gravel has been placed in front of the site selected for the fog signal house.

The following repairs at the station have been made. A drive pump put in. Kitchen ceiled and boat house built, and boat winch put up. Keepers' [boat] repaired. Shutters put up on one-half the house. Walks patched. Stairs built from top of bank to shore...

Fog Signals - South Manitou Island

As soon as authorized by the Board I had the steam whistle at Detroit shipped, and the material for the fog signal house purchased here, and shipped on the 25th Ult. for the island by a schooner which will land it at the point where the whistle will be erected. The repair party will erect this whistle before leaving the island and I hope to report its completion in my next monthly report.

Respectfully submitted

Henry M. Robert  
Major of Engineers, U.S.A.  
Lighthouse Engineer  
11th Dist., Lake Michigan

Letter Book 367, page [new NA # 340]

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. Nov. 23rd, 1874

Prof. Joseph Henry  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following report of operations for the month ending Oct. 31st, 1874, Viz:...

Isle Royale, Lake Superior

Menagerie Island, recommended by this office for the site for Isle Royale Lt. Station, having been reserved by order of the President, for Light House purposes, plans and estimated for the works will be prepared and submitted as soon as possible...

Very respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
Engineer 11th L.H. Dist.  
except Lake Michigan

Letter Book 367, page [new NA # 351]

[On December 2, 1874, Henry M. Robert, sent his monthly report for November 1874 and it said that the rest of the shutters had been hung at South Manitou and painted, and that he had not heard from the working party erecting the fog signal there since Nov. 14th, but expected the work to be about finished.]

Letter Book 367, page [new NA # 357]

Office of Light House Engineer  
Eleventh District  
Milwaukee, Wis. Dec. 5th, 1874

Chairman, Lighthouse Board  
Washington, D.C.

Sir:

I have the honor to transmit Notice to Mariners for

- (1) Beacon light st Michigan City, Ind.
- (2) Fog-signal at South Manitou Island

Very respectfully,  
Your obed't serv't

Henry M. Robert  
Major of Engr's.  
L.H. Eng'r.

Letter Book 367, page [new NA # 357] enclosure

Notice to Mariners

United States of America - Northern and Northwestern Lakes

Lake Michigan - South Manitou Island - Michigan

Notice is hereby given that on and after the opening of navigation in the Spring of 1875, a steam fog-whistle giving a blast of four (4) seconds during each minute, will be sounded in thick and foggy weather, at South Manitou Island Light Station, Lake Michigan.

In case of accident to the steam fog-whistle, a fog-bell, struck by machinery will be sounded.

The fog-signal house is about 34 yards N.E. of the light.

By order of the Lighthouse Board

Letter Book 371, page 432 [new NA # 428]

Treasury Department  
Washington, D.C. October 29, 1874

Sir:

Referring to the letters of Major P.\_\_\_\_. Hains, Engineer Secretary of the Light House Board dated October 6th and 8th, 1874, respectively requesting that the necessary steps be taken for the reservation, for light house purposes at "Round" and "Menagerie" Islands, Michigan. You are informed that the Honorable the Secretary of Interior having been requested to take the necessary action in the premises. A reply has been received, dated the 27th inst. from which it appears that the President, on the 26th instant, directed the reservation of the two islands named, for light houses purposes and his order has been transmitted to the Commissioner of the General Land Office, for appropriate action.

A copy of the letter of the Secretary of the Interior is enclosed.

I am  
Very respectfully

Thos Connant [?]  
Ass't. Secretary

Letter Book 371, page 432 [new NA # 430]

Department of the Interior  
Washington, D.C., 27 Oct. 1874

Sir:

Referring to your letters of the 9th and \_\_\_\_ instants, I have the honor to inform you that the President yesterday directed the reservation of Round and Menagerie Islands, Mich. for light house purposes. His order has been transmitted to the Committee of the General Land Office for appropriate action.

Very respectfully  
Your obt servant

C. Delano  
Secretary

To: B.H. Bristow  
Secty Treasury



Letter Book 371, page 634 [new NA # 628]

Treasury Department  
December 22nd, 1874

Sir:

As recommended in your letter of the 19th instant authority is hereby granted for the employment of an Assistant Keeper at the Big Sable Light Station, Lake Superior.

I am, very respectfully,

B.H. Bristow  
Secretary

To: Chairman of the  
Light House Board

Letter Book 376, page 2

Outer Island, Lake Superior  
May 6th, 1874

Sir:

The Committee on Lighting to which were referred by the Board at its meeting on the 1st of April 1874, the papers in the matter of an application for a change in the location of the lighthouse now being built on Outer Island in Lake Superior, beg leave to report that it appears that the petition for a change in the location of this light, originated with parties having a personal interest in such change, and that some of the leading men and firms who signed the petition did so under a misapprehension as to the object of the same, and have, therefore, authorized the erasure of their names.

In view of these facts the Committee recommends that the request of the petitioners be not complied with.

The papers in the case are herewith returned.

Respectfully submitted,

Chairman of Committee on Lighting

To: Professor Joseph Henry, L.L.D.  
Chairman of Light House Board

Letter Book 376, page 6

Rock Harbor Report on Necessity of Relighting

2 enclosures

May 15, 1874

Sir:

The Committee on Lighting to which was referred the question of relighting the Light at Rock Harbor, Lake Superior, begs to report, that, having examined the matter, it is of the opinion that this Light is absolutely not required by the commerce of the locality.

The letter of the Honorable the Secretary of the Treasury, enclosing a copy of a letter from the Hon. Jay A. Hubbell. M.C., are returned herewith.

Very respectfully,

C. Patterson  
Chairman, Committee on Lighting

To: Prof. Joseph Henry, L.L.D.  
Chairman Light House Board

Letter Book 376, page 41

Fog signals, 11th District

September 9th, 1874

Sir:

The Committee on Location to which were referred by the Board, at its monthly meeting on the 7th instant, the papers relating to the establishment of fog-signals in the 11th District, have had the same under consideration and beg leave to report that the fog-signals to be established under the act of June 23, 1874, appropriating \$20,000 "for the erection of fog-signals on the northern and northwestern lakes", should be placed at the following named places, and should take precedence in the order named, as follows, viz:

1. Skillagalee, Lake Michigan
2. Port du Mort, Green Bay
3. Grand Haven, Lake Michigan
4. McGulpin's Point, Lake Huron
5. South Manitou, Lake Michigan

The papers in the case are herewith returned.

Very respectfully

Chairman, Committee on Location

To: Prof. Joseph Henry, L.L.D.  
Chairman, Light House Board

Letter Book 376, page 160 1/2 [also # 59]

Report - Menagerie Island, Isle Royale - plans of L.H. for,  
approved

February 9th, 1875

Sir:

The Committee on Engineering, to which was informally referred the drawings of the proposed lighthouse at Menagerie Island, Isle Royale, submitted by the Engineer of the Eleventh L.H. District, have had the same under consideration, and approve them. The drawings above referenced to are herewith returned.

Very respectfully,

Chairman of the Committee on Engineering

To: The Chairman of the Light House Board

Letter Book 376, page ?

Bayfield, Wis., pierhead light, for

March 6th, 1876

Sir:

The Committee on Location, to which was referred by the Board at its meeting on Feb'y 29th, the papers relative to the establishment of a light on the outer end of the pier at Bayfield, Wis., respectfully reports that, in the opinion of the Committee, a light should be established at the point indicated.

It is therefore respectfully recommended that a pier head light be established at the outer end of the pier at Bayfield, Wis.

Very respectfully

Chairman

To: The Chairman of the Light House Board

Letter Book 377, page 248

Custom House, Duluth, Minn.  
Collector's Office, April 9th, 1875

Sir:

I have the honor to acknowledge receipt of a copy of a letter dated March 13th, 1875 from Hon. J.G. Walker, Naval Secretary to Comdr. W.P. McCann, Inspr. 11th L.H. District, Detroit, Michigan, requesting the nomination for appointment of a second assistant keeper of lights and fog signals at Outer Island, Lake Superior.

In accordance with said request, I would respectfully nominate Robert Ingalls, as second assistant Keeper (salary same as first asst keeper, namely: Four Hundred and Twenty (420) Dollars) of the above mentioned light house, having every confidence in the ability and honesty to discharge the duties faithfully.

Very respectfully  
Your obt servt

Henry Selby  
Coll. and Supt of Lights

To: Hon. B.H. Bristow  
Secretary Treasury  
Washington, D.C.

Letter Book 377, page 250

Custom House, Duluth, Minn.  
Collector's Office, May 5th, 1875

Sir:

I have received a letter from Orrator K. Hall, Light Keeper at Outer Island, Lake Superior, stating that John Druillard, assistant Keeper at that point, left the island some time in March last, and that his work as ass't keeper has been performed by Peter Ivary, the present 1st assistant Keeper, since that time, and asks that the present incumbent be allowed full pay from April 1st, 1875.

John Druillard resigned about April 12th but I am informed that he has performed none of the duties pertaining to the office since April 1st, 1875.

I would respectfully ask authority to pay the above named Peter Ivary the entire quarter's salary at the close of the present quarter if consistent with the laws and regulations, as I think it right and just that he be paid for the labor performed.

I am Very respectfully  
Your obt servt

Henry Selby  
Coll. and Supt of Lights

To: Hon. B.H. Bristow  
Secretary Treasury  
Washington, D.C.



Letter Book 377, page 252

Custom House, Duluth, Minn.  
Collector's Office, May 13th, 1875

Sir:

I have the honor to report that Robert Ingles, who was appointed by the Hon Secretary, second assistant lt. keeper at Outer Island, Lake Superior declines to accept for the reason that the salary is not sufficient. His appointment has become returned to me by the Deputy Collector at Bayfield, Wis.

I enclose a letter from the Dep'y Collector recommending John Hanson for the appointment. I do not know anything of this man, neither can anything be learned of him at this time, communication being almost suspended between this place and Bayfield, and will be for some time to come, and merely enclosed this letter, feeling the necessity of proper assistance being had at that particular Light House as soon as possible, and will therefore leave it to the better discretion of the Dept. to act in the matter.

I am Very respectfully  
Your obt servt

Henry Selby  
Coll. and Supt of Lights

To: Hon. B.H. Bristow  
Secretary Treasury  
Washington, D.C.

Letter Book 377, page 252 enclosure

Custom House, Bayfield, Wis.  
Collector's Office, May 9th, 1875

Sir:

Allow me to recommend a young man here by the name of John Hanson, 22 years, who would like the appointment at Outer Island Light as second assistant for salary of \$390. I think O.K. Hall would like to have him but he knows nothing about him and is expecting Ingles. Hanson has had some experience of Light House work with Louis Larson. I write this thinking it might save time. I do not expect to see Hall before the last of May.

Yours respectfully,

A.C. Hayward  
Dept. Coll.

To: Hon. Henry Selby  
Collector

Letter Book 377, page 254

Custom House, Duluth, Minn.  
Collector's Office, June 2nd, 1875

Sir:

I have the honor to enclose Oath of Peter Ivary as 1st Asst Lt Keeper of the Light on Outer Island, Lake Superior.

Peter Ivary, as I am informed by the Lt. Keeper, has been at work at the Lt House since the 25th day of March last, it being necessary for someone to be with the Lt Keeper. The former 1st Asst Keeper left the island on or about that time and did not return and I would ask that Peter Ivary be allowed compensation from that date although his Oath of Office dates the 31st day of May. The reason for his not having taken the Oath of Office before was, because the condition of the ice around the island was such that he could not get over to Bayfield.

Very respectfully  
Your obt servt

Henry Selby  
Coll. and Supt of Lights

To: Hon. B.H. Bristow  
Secretary Treasury  
Washington, D.C.

Letter Book 377, page 256

Custom House, Duluth, Minn.  
Collector's Office, June 12th, 1875

Sir:

I am in receipt of a communication from O.K. Hall, Lt. Keeper at Outer Island, Lake Superior, recommending for appointment as second assistant for that Light, his wife, Fannie F. Hall.

Taking into consideration the difficulty of getting a man to accept the appointment, I would respectfully nominate the above mentioned Fannie F. Hall as second assistant keeper of said Light, being informed that she is in every way competent and trustworthy.

Very respectfully  
Your obt servt

Henry Selby  
Coll. and Supt of Lights

To: Hon. B.H. Bristow  
Secretary Treasury  
Washington, D.C.

Blank No. 1

THE WESTERN UNION TELEGRAPH COMPANY

The rules of this Company require that all messages received for transmission shall be written on the message blanks of the Company, under and subject to the conditions printed thereon, which conditions have been agreed to by the sender of the following message.

WILLIAM ORTON, Pres't.

GEO H. MUMFORD, Secy. New York

53 B Govt

Dated Detroit, Mich July 10, 1875

Received at N.E. cor. 14th St. and Penna. Ave. 12:28 P.M.

To Chairman L H Board  
Washington, D.C.

What place was it that the fog signal boiler was reported some days ago burnt out, neither the engineer nor inspector know anything about it.

Hains [Engineer Secretary]

Letter Book 391, page 221

Treasury Department  
September 30th, 1875

Sir:

As recommended in your letter of the 25th instant, an Assistant Keeper for the Rock Harbor Light House is hereby authorized, with compensation at the rate of \$426 per annum.

I am, very respectfully

M. W.[?] Conant  
Acting Secretary

To: Chairman of the Light House Board

Letter Book 426, page 389

U.S. Light-House Depot  
Office Light-House Inspector, Third District  
Tompkinsville, Staten Island, N.Y., Dec. 20, 1877

Sir:

In compliance with the Board's order of the 4th of September last, three (3) fifth-order Franklin burners, a bracket and a drip cup, have been forwarded from this Depot, to Light-house Inspector, Detroit, Mich., for use at Raspberry Island Lt house.

The Inspector has been informed of this shipment.

Very respectfully,  
Your obedient servant,

A.C. Rhind  
Commodore, U.S.N.  
L.H. Inspr., 3d Dist.

To: Professor Joseph Henry. L.L.D.  
Chairman, L.H. Board

Letter Book 462, page 15

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich. July 15, 1878

To the Chairman, L.H. Board  
Washington, D.C.

Sir:

Referring to the Board's letter dated May 6, 1878 and the reply thereto from this office dated May 8 I have the honor to transmit herewith a tracing of the map of the survey of the light house site required at Rock Harbor, Isle Royale, Lake Superior, Michigan.

Two sets of lines were run for a boundary, one representing a legal subdivision and the other giving a division line running at right angles to the rock formation of that part of the island. The latter line was run at the suggestion of the Treasurer of the North American Mineral Land Co. who claim to be the owners of the land and from whom the United States is to receive a quit claim deed to so much of the land as is required for light house purposes.

The enclosed sheets represent each site separately, together with a precise description of each.

Very respectfully,  
Your obdt. servant

A. Mackenzie  
L.H. Engineer



Letter Book 462, page 23

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich. July 31, 1878

To the Chairman, L.H. Board  
Washington, D.C.

Sir:

As directed by the Board's letter of the 24th instant I have the honor to transmit herewith separate sheets representing the two sites selected for light house purposes at Rock Harbor, Isle Royale, Lake Superior, Michigan.

In absence of Capt A Mackenzie

Very respectfully  
Your obdt servant

L.H. Christman  
Clerk

Letter Book 462, page 37

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich. Sept 6, 1878

To the Chairman, L.H. Board  
Washington, D.C.

Sir:

I have the honor to state that the Board's letter dated August 5 relative to selection of a piece of land needed for the light station at Rock Harbor, Isle Royale, Lake Superior was duly received.

As directed therein, I would respectfully recommend the selection of the piece of land, the boundary line of which runs at right angles to the rock formation of that part of the island and which is shown on the tracing transmitted with my letter of July 15.

There seems to be no reason for this recommendation other than that of keeping possible neighbors at a greater distance from the light house, and that it is according to the suggestion of the company from whom the government is to receive a quit claim deed.

The selection of this lot would give a good landing on the inner bay where there is good water and where the keeper's boat house now stands.

All the land in that immediate vicinity is of equal value. It is all rocky and worth but very little.

Very respectfully  
Your obdt servant

A. Mackenzie  
L.H. Engineer

Letter Book 462, page 46

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich. Sept 7, 1878

To the Chairman, L.H. Board  
Washington, D.C.

Sir:

It appears from a township map furnished me that the following described land on Sand Island, Lake Superior, Wis. has not yet been patented and I therefore have the honor to request that it be set aside for light house purposes.

Lots 1 and 2	Sec 12	Twp 52 N, R 5 W
Lot 1, fract.	Sec 7	Twp 52 N, R 4 W
All of Fract.	Sec 13	Twp 52 N, R 5 W

It is very important that a light should be established on this island and it is safe to say that it will some day be built. This setting aside of the land is to avoid the possibility of private parties taking it up and charging an exorbitant price for it.

Very respectfully  
Your obdt. servant

A. Mackenzie  
L.H. Engineer

Letter Book 462, page 163

Hancock, Mich.  
Jan. 11, 1879

Gen'l. Weitzel

Dear Sir:

Having been sick since last fall suffering with bronchitis & asthma, so I am not able to work much, I most respectfully ask if you would be kind enough to allow me something for the improvements I made at the Light Station in Rock Harbor, Isle Royale. Building two docks, barn, and hay shed at my own expense. I know full well that I have nothing to claim without through your kind recommendation the Board would allow it. I laid out of my own money as follows -

2300 feet lumber at \$12.00	27.60
5000 shingles at 3.50	17.50
Paid for labour helping building the same & two docks	<u>37.75</u>
	\$82.85

This is lost cash that I have laid out beside all my own hard work.

You and the Honorable Board may say why did I do it, to which I answer. The barn and shed I built to keep cow, pigs, & fowl to live on through winter. The docks I was incorage[d] [sic] to build by Cmdr. McCann and to save boats from going on the beach in landing supplies, etc. and for my own benefit. As I should probably remain there yet if it had not been for malice and revenge of scoundrels, as I was innocent of the charges proffered against me.

Hoping you will take this into your kind consideration, it would be a great help to me at the present time if it be allowed.

I would be very thankful for a few lines from you and above all that my request not will offend you.

I remain very Respectfully Yours

A.O. Kruger

Letter Book 462, page 163 enclosure

First endorsement

Office of L.H. Engineer

Detroit, Mich Jan 16, 1879

Respectfully forwarded to the L.H. Board for instructions. I am satisfied that Mr. Kruger did what he claims and that the structures were necessary.

G. Weitzel

Major Engrs., U.S.A.

Engr. 11th L.H. Dist.

[scrawled below in pencil - "Baker, is there any precedent for paying this man? I don't see how we can. 'H' "]

Letter Book 462, page 179

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich. Feby 10, 1879

Admiral John Rodgers, U.S. Navy  
Chairman L.H. Board  
Washington, D.C.

Sir:

As directed by the Board's letter dated January 23d 1879 I have the honor to enclose herewith a statement made by Mr. A.O. Kruger, former keeper of the light at Rock Harbor, Isle Royale, of the cost of certain structures erected by him at that station at his own expense, for which he now asks to be reimbursed.

In my opinion the structures were all necessary: the docks for the protection of the boat and safe landing of the supplies, and a barn should be allowed at all isolated stations like Rock Harbor.

The prices paid by Mr. Kruger for labor and materials used in the erection of these structures were fair and reasonable. .

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer, 11th Dist

Letter Book 462, page 179 enclosure [letter is typewritten]

Hancock, Feb 2d 1879

Genrl. G. Weitzel

Dear Sir:

Your favor of the 25th is duly at hand, but I have been confined to bed and not been able to write til today. In regard to your request I will give you a detailed report to the best of my abillity [sic], as at that time I did never expect ever to have to ask for any compensation and never would if my health did not compell me.

The first dock I buildt in a little Bay S.W. from the Lighthouse where the Boat House is built, the Dock is about 45 feet long (total length) about 30 feet from water e. and about 7 feet wide and 4 feet above water, deept of water at the outer end about 6 a 7 feet. I had two men one week helping building it and filling it with stone carried in small boat from surrounding Beaches. I paid those Men \$1.00 a day beside the Board.

Two Men 7 days a \$1.00 each	\$14.00
------------------------------	---------

The Barn I think is 12 feet x 16 feet double and filled with moss between and Hay Shed about 14 x 18 feet for this I bought 2300 feet common Lumber from Vessel in the Habour bound for North Shore, and paid \$12.00, pr. 1000	\$27.60
5000 shingles a \$3.50	\$17.50

The Dock in Front of the Light-House very necessary for landing Light House supplies and to get water in heavy weather is about 9 feet wide and 30 feet each way from water ed. making total length 60 feet and 5 a 6 feet above the water this is filled complete with rocks and bolted together with 1 1/8 inch Iron bolts, 30 inc long, all round and from top to bottom. The bolts I got from part of a crib that went ashore near the Light House and which we kept burning for several Days to get the Iron I had two Men helping me 11 1/2 Days at \$1.00 pr. day and Board which would make the bill as follows ---

For building Boat House Dock

Two Men 7 day a \$1.00	\$14.00
To fourteen days board a \$20.00 pr. month	9.24
For barn and hay shed	
To boards or Lumber 2300 feet a \$12.00 pr 1000	27.60

To 5000 shingles	17.50
Dock in front of Light House	
Two Men 11 1/2 Days a \$1.00 pr. day---	23.00
To twenty three days board a \$20.00 a month	<u>15.18</u>
	\$106.52

I had to have help on account of the heavy sea in Stormy weather, so I could hurry up after launching the first part of it so as to build and load to get it up in safety before a storm. I am glad you seen the Dock your self and think you will admit that it is well built. I have here given all particulars I can from the bills I have for Lumber & Shingles and the Mens account in a couple old day or Memorandum Books I found.

Many Thanks to you and the Honrl. Board for your kind attention to this matter, as my strength is failing me I must close with manny Tanks

very Respectfully

(Signed) A.O. Kruger

[scrawled on the back of one of these letters is that payment was authorized]



Letter Book 462, page 190

Descriptive List of Light Stations in the Eleventh District

[goes on to list all Fresnel lenses in the District]

South Manitou - A third order lens, H Lepaute maker, fitted with a set of Funcks Lamps, arc of illumination 300 degrees [this is crossed out with four pen strokes]

Big Sable - A third order lens, H Lepaute maker, fitted with a set of Funcks Lamps, arc of illumination 288 degrees [this is crossed out with four pen strokes]

Outer Island - A third order revolving lens with six bulls eye panels, Saulter & Co. maker, fitted with a set of Funcks Lamps, arc of illumination 360 degrees [this is crossed out with three pen strokes]

Michigan Island - A three and a half order lens, H. Lepaute maker, fitted with a set of Funcks Lamps, arc of illumination 345 degrees.

La Pointe - A fourth order lens, Saulter & Co. makers, fitted with a set of Franklin Lamps, arc of illumination 270 degrees.

Raspberry Island - A fifth order lens with two detached flash panels, Saulter & Co. maker of lens, H. Lepaute maker of flashes and revolving apparatus, fitted with a set of Franklin Lamps. Arc of illumination 360 degrees.

Menagerie Island "Isle Royal" - A fourth order lens H. Lepaute maker, fitted with a set of Franklin Lamps, arc of illumination 345 degrees.

Rock Harbor - A fourth order lens, Saulter & Co. maker, fitted with a set of Funcks Lamps, arc of illumination 300 degrees.

Henry R. Crump  
Lampist

Detroit  
December 7th, 1878  
[the above four lines are crossed out in pen]

Letter Book 462, page 240

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., April 14, 1879

Admiral John Rodgers, U.S. Navy  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to acknowledge the receipt of the Board's letter of the 2nd inst (with enclosures) relative to fog bell at Duluth, Minn.

In accordance with the request of the Board I have to state that after informing myself fully on the subject, I am of the opinion that it is necessary and advisable to provide this additional aid to navigation at the light station in question and I respectfully recommend that the bell now at South Manitou Island, Lake Michigan, be transferred to Duluth.

There being now, duplicate fog signals at South Manitou the bell is no longer required there and the Light House Tender Dahlia on her regular trip could make the transfer cheaply.

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer

Letter Book 462, page 251

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., May 1st, 1879

Admiral John Rodgers, U.S. Navy  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit for the consideration of the Board the following facts in relation to the fog signals in this district.

There are fourteen stations in the district provided with fog signals operated with steam, or just about one fourth of the whole number in the entire Light House establishment.

There are duplicates at seven stations, namely: Thunder Bay Island - Detour - South Manitou - Grand Haven - White Fish Point - Manitou - Outer Island.

There are single signals at seven stations, namely: Fort Gratiot - Spectacle Reef - Skilligallee - Milwaukee - Port Du Mort - Marquette - Huron Island.

There are provisions for signals at two other stations yet to be constructed, namely: Racine Point and Stannard Rock.

Special appropriations have been asked for signals at three other points at which no appropriations have been yet made for a light station, namely: Mackinac - Little Traverse - and Sturgeon Bay.

And signals have been recommended at twelve existing light stations, namely: Port Austin - McGulpin's Point - Waugoshance - Point Betsey - Grand Point Au Sable - Chicago - Twin River Point - Pottawottamie - Grand Island - Portage Canal - Raspberry Island - Sand Island.

In order to illustrate the foregoing I transmit herewith a sketch of the district.

It will be seen that in the Straits of Mackinac there would be an accumulation of signals and I now consider those proposed at McGulpin's Point, Chicago, and Pottawottamie Island, Lake Michigan and Raspberry Island, Lake Superior unnecessary.

If the Board agrees with me in this there would be eleven new stations to be provided for and duplicates for seven existing stations.

The cost of a single fog whistle, in position, with house and everything included is at the present time \$2,600. If purchased in sets of four I have no doubt their cost would be reduced to \$2,100.

Twenty seven would be required in addition to two first class sirens to complete this system.

I do not know what the cost of a siren is, but I assume it to be about \$3,500. The house would cost about \$1,200. So that the cost of the two sirens would be about \$9,400. The cost of the twenty seven fog whistles in place would be about \$56,700.

The total cost of completing the whole system would therefore be about \$65,000.

I respectfully recommend that the sum of \$10,000 of the appropriation for fog signals for the next fiscal year be set aside for use in this district. This, with the amount I have on hand and made requisition for from the appropriation for the present fiscal year would enable me to duplicate the two sirens and two of the fog whistles.

Five annual appropriations of \$10,000 each thereafter would then complete the whole system.

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer

Letter Book 462, page 306

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., July 16, 1879

Admiral John Rodgers, U.S. Navy  
Chairman L.H. Board  
Washington, D.C.

Sir:

In accordance with the regulation of the Light House Establishment, I have the honor to submit this my report of operations in the Eleventh Light House District for the fiscal year ending June 30, 1879.

There are in this district light  
houses and lighted beacons. 123...

722 - Outer Island, Lake Superior, Wisconsin

The duplicate fog signal has been set up.

- Sand Island, Lake Superior, Wisconsin

The recommendation heretofore made in several annual reports for establishing a light at this point is renewed. From Duluth to Raspberry Island, a distance of 80 miles there is no coast light and the latter light is not visible until abreast of Sand Island. This light is of imperative importance. An appropriation of \$18,000 is recommended for constructing it...

729 - Rock Harbor, Isle Royale, Lake Superior, Michigan

Since the Menagerie island station has been completed I recommend that this light be discontinued.

- Passage Island, Lake Superior, Michigan

A conditional appropriation was made by act of Congress, approved March 13, 1875 for a light station at this place. As soon as the condition is fulfilled, plans and estimates will be submitted for approval...

### Fog Signals

During the past year a duplicate fog whistle was erected at Outer Island, Lake Superior and repairs made to existing fog whistles. The fog bell from Thunder Bay Island, Lake Huron, was transferred to Granite Island, Lake Superior and the fog bell from South Manitou Island, Lake Michigan, is now enroute to Duluth, Lake Superior...

Very respectfully  
Your obdt servant

G. Weitzel  
Major of Engineers, U.S.A.  
Engineer 11th L.H. District

Letter Book 462, page 306 enclosure

[Major Weitzel provides a account of where the money was spent in his district. \$125,334.69 was spent on improvements to lighthouses & c. in the 11th Light House District during the fiscal year ending June 30, 1879. Of that amount the following was spent on the National Park Service lighthouses:]

722 - Outer Island	Repairs & signal	798.14
723 - Michigan Island	Repairs	276.82
724 - La Pointe	Repairs	237.08
725 - Raspberry Island	Repairs	335.57
729 - Rock Harbor	Repairs	106.52

Letter Book 462, page 364

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich. August 5th, 1878

Rear Admiral John Rodgers, U.S. Navy  
Chairman Light House Board  
Washington, D.C.

Admiral

I have the honor to inform the Board that the Keepers of the Light Stations at Menagerie Island and of Portage Lake Ship Canal are very desirous of exchanging and as it will be of no expense to the government, I would respectfully recommend that their requests be granted.

Mr. Stevens, the Keeper of the Menagerie Island Light, desires the exchange on account of the ill health of his wife, who is his assistant, and he would gladly sacrifice the loss of pay that would be incurred by the transfer, there being no assistant allowed at the Portage Lake Ship Canal Light. He is an excellent Keeper and is deserving of the consideration of the Board.

If the Board should approve of the exchange the appointment of Mrs. Mary A. Stevens, as assistant at Menagerie Island Station could be revoked and I would recommend that Mr. Malone be allowed to nominate his assistant when the transfer is made.

Very respectfully,

J.N. Miller  
Comdr., U.S. Navy  
L.H. Inspector



Letter Book 462, page 427

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich. Nov. 4th, 1878

Admiral John Rodgers, U.S.N.  
Chairman of Light House Board  
Washington, D.C.

Admiral

I have the honor to enclose herewith a tabular statement showing the annual compensation in fuel, including the transportation and delivery thereof, in this District, as allowed by Circular of May 27th, 1878, and the changes that I would recommend to adjust it for the whole District.

By the Circular of May 27th, the allowance was exclusive in some cases, and in others, such as at Pierhead lights, no allowance was made, when it is absolutely necessary to heat the oil and the watch room.

The last column shows the allowance that I would recommend.

Very respectfully

J.N. Miller  
Commander, U.S.N.  
Inspr., 11th Dist.

Letter Book 462, page 427 enclosure

Tabular statement showing the annual compensation in fuel, including transportation & delivery thereof, in the 11th District, as allowed by Circular May 27, 1878, and the change that is now recommended to adjust it for the whole district.

At what light stations employed	Grade	Ann'l. comp. in fuel & rations,  includ. trans. & delivery thereof Circular May 27, 78	Ann'l. comp. in fuel recommended, includ. trans & del., to adjust it for the whole district
South Manitou	Keeper	\$40	\$40
	1st ass't	\$40	\$40
	2d ass't	\$40	\$40
Big Sable	Keeper	-	-
	Ass't	-	-
Outer Island	Keeper	-	-
	1st ass't	-	-
	2d ass't	-	-
Michigan Island	Keeper	-	-
	Ass't	-	-
La Pointe	Keeper	\$80	\$40
Raspberry Island	Keeper	-	-
Isle Royale	Keeper	-	\$60
	Ass't	-	\$30
Rock Harbor	Keeper	-	-
	Ass't	-	-

Letter Book 462, page 451

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich. Dec. 10th, 1878

Admiral John Rodgers, U.S.N.  
Chairman of Lt House Board  
Washington, D.C.

Sir:

In compliance with the orders of the Board of June 26th, I have the honor to report that the libraries furnished for the use of the Keepers in this District have been distributed as follows.

No. 80	Spectacle Reef
No. 78	Cana Island
No. 77	Poverty Island
No. 76	Big Sable
No. 79	Outer Island
No. 75	Isle Royale
No. 138	Presque Isle
No. 142	Manitou
No. 137	Detour
No. 141	Thunder Bay Island

Libraries Nos. 139 & 140, which still remain in store, will be delivered to the Keepers of the Port Austin and Rock Harbor Light Stations on the first visit of the supply vessel.

Very respectfully

J.N. Miller  
Commander, U.S.N.  
Inspr. 11th Dist.

Letter Book 462, page 641

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich. August, 1879

Rear Admiral John Rodgers, U.S. Navy  
Chairman of Light House Board  
Washington, D.C.

Sir:

I have the honor to submit the following annual report of the inspection of this District.

With a few exceptions there has been a gradual improvement in the attention shown by keepers to their duties, and in the condition of stations as to cleanliness and repairs...

637 South Manitou

The tower needs painting, inside and out. Repairs are needed to the walks around the dwelling, and to one of the cribs protecting the grounds from the action of the Lake. The smoke stack of the old fog signal is worn out. Station in only fair condition as to cleanliness...

695 Big Sable

The tower needs whitewashing inside and out. A well and cistern are much needed. The woodwork of the dwelling needs painting. The boat ways should be altered, so that the boat can be hauled out without injury.

Station in good condition as to cleanliness...

722 Outer Island

The grounds should be protected from the action of the Lake. The tower needs whitewashing. The wood work of the dwelling needs painting.

The station is in very good condition as to cleanliness.

723 Michigan Island

Station in good repair; clean and neat.

724 La Pointe

Station in very good repair. A well is much needed. The dwelling, tower & c. are in excellent condition as to cleanliness.

725 Raspberry Island

Station in good repair. Boat ways are needed. The dwelling, lantern & c. are in good condition as to cleanliness...

728 Isle Royale (Menagerie Island)

Station in good repair. The wood work of dwelling outside, and the lantern need painting.

The dwelling, tower, & c. are in very good condition as to cleanliness.

729 Rock Harbor

The floor of the lantern is so much decayed that the bolts of the pedestal will not hold. The cellar should be cemented. The keeper has done more to improve the appearance of the grounds than any other Keeper in the District.

The station is in very good condition as to cleanliness...

Very respectfully

J.N. Miller  
Commander, U.S.N.  
Inspector 11th L.H. Dist.

Letter Book 500, page 968

Custom House, Marquette, Mich.  
Collector's Office, November 28, 1879

Sir:

I am in receipt of the published notice to mariners that the light at Rock Harbor, Isle Royale, will not be relighted next spring, and of a letter discontinuing the services of the Assistant Keeper at that station from the close of navigation, current year, but no official notice of the time for discontinuing the services of the Principal Keeper. I have the honor to inquire when the salary of the Principal Keeper will stop?

Very respectfully,  
Your obedient servant,

C.Y. Osburn  
Collector

To: Hon. Chairman, Light-House Board  
Washington

Letter Book 501

Nov 29th, 1879

Sir:

The Committee on Finance, to which were referred the papers relating to the claim of Napoleon Beedon [\*], keeper at Big Sable light station, Lake Superior, for labor in clearing land in the vicinity of several light stations, has had them under consideration, and reports:

That from his own statement it appears that Mr. Beedon has been a faithful keeper for many years, and has been instrumental in saving life in cases of shipwreck.

For the performance of his duty as keeper he has been duly paid, and for his acts of humanity, however commendable, the Board has no power to reward him pecuniarily.

From the report of the Supt. of Construction, who was sent by the Engineer of the 11th District to investigate the claim, it is learned that the amount of labor done for the Light House Establishment by Mr. Beedon, outside of the usual duties of light-keepers, has been trifling, and your Committee sees no sufficient reason for making him any payment therefor.

The papers in the case are herewith returned.

All of which is respectfully submitted.

Very respectfully,

O.M. Poe  
Chairman of the Committee on Finance

To: The Chairman of the Light House Board

\* [see Letter Book 257, page 448, Aug. 4th, 1869, Napoleon Beedon resigned from Copper Harbor Light]

Letter Book 501 [no number], same as Letter Book 530, page 184

Treasury Department,  
Office of the Light-House Board  
Washington, Dec. 16th, 1880

Sir:

The Committee on Engineering to which was referred the letter of the Engineer of the 11th Light House District of November 27th, together with the plans and estimates therewith submitted, for the new light stations to be established on Passage Island, Lake Superior, Mich, and Sand Island, the most northerly of the Apostles Group, Lake Superior, Wis., has had the same under consideration and submits the following report:

The Committee recommends that these plans and estimates be approved, with the understanding that the 6" interior lining shown in the plans, is to be a lath and plaster furring.

Very respectfully

H.G. Wright  
Chairman of the Committee

To: The Chairman of the Light House Board



Letter Book 501 [no number] same as Letter Book 530, page 22

Treasury Department  
Office of the Light-House Board  
Washington, March 7, 1881

Sir:

The Committee on Lighting, to which the papers relative to the characteristics for the lights to be established at Sand and Passage Islands, Lake Superior, were referred, returns them with the recommendation that the Sand Island light be fixed white, 270 degrees, and the Passage Island light, fixed red, both of 4th order.

Very respectfully,

C.P. Patterson  
Chairman of the Committee on Lighting

To: The Chairman of the Light House Board

Letter Book 501 [no number] same as Letter Book 530, page 242

Treasury Department  
Office of the Light-House Board  
Washington March 30, 1881

Sir:

The Committee on Location to which were referred the following reports relating to the necessity for the establishment of fog-signals, namely

- 1st A letter dated Dec. 8th, 1880 from the Engineer of the 11th Light House District.
- 2d A letter dated Jan 5th, 1881, with two enclosures from the Engineer of the 11th Light House District.
- 3d A letter dated Feb 5th, 1881, from the Inspector of the 11th Light House District,

has had them under consideration, and submits the following report:

The Committee at this time recommends that Fog Signals be established at Port Austin, Portage Lake Ship Canal, Grand Island, Sand Island, and Waugoshance, in the order named, commencing with Port Austin, as rapidly as funds become available.

Very respectfully

C.K. Baldwin  
Commodore, U.S.N.  
Chairman Com. on Location

To: The Chairman of the Light House Board

Letter Book 501

May 23rd, 1882

Sir:

The Committee on Engineering, to which the plans submitted by the Engineer of the 11th L.H. District for the protection of the site of Outer Island light station, Wis., were referred, returns them and respectfully reports as follows:

The Committee recommends the approval of the plans for the boat house and protecting pier submitted with the Engineer's letter of Feb'y 15th, 1882, but suggests that the bluff at that station be given a gentler slope, and that its foot be protected with an enrockment.

Very respectfully

Chairman of the Committee on Engineering

To: The Chairman of the Light House Board

Letter Book 547, page 22

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich. July 15th, 1881

Rear Admiral John Rodgers, U.S.N.  
Chairman of Light House Board  
Washington, D.C.

Sir:

I have the honor to ask authority to pay the enclosed bill from Mr. Andrew Riefer, for boat hire at Isle Royale Light, made necessary by the loss of the lighthouse boat in the gale of last October, a report of which was sent to the Board on November 19th, 1880.

Owing to the destruction of the boat-house it was not deemed advisable to ship the new boat built for that station during the winter, but she will be taken up by the supply vessel in the course of a few days.

Very respectfully

J.C. Watson  
Comdr U.S.N.  
Inspr. 11th Dist.

Letter Book 547, page 22 enclosure

Minong, June 30, 1881  
Isle Royale, Mich.

U.S. Lighthouse Establishment \_\_\_\_ To me for boat hire of John H. Malone, Principal Keeper of Menagerie Island Light Station from October 18th, 1880 to June 30th, 1881 - also from May 8th, 1881 to June 30th, 1881, [dates don't seem to make sense] in all 88 days at 50 cents per day - \$44.00

Very respectfully

Andrew Riefer  
Minong, Mich.

The above statement is correct

John H. Malone  
Principal Keeper

Letter Book 547, page 34

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., July 18th, 1881

Rear Admiral John Rodgers, U.S. Navy  
Chairman Light House Board  
Washington, D.C.

Sir:

I have the honor to submit the following report of services for the month of June 1881...

The following changes of Keepers have occurred during the month.  
New 2d Assistants appointed...

Henry E. Genery      Outer Island      vice Grover, promoted to 1st As

Very respectfully

J.C. Watson  
Commander, U.S. Navy  
Inspector, 11th Dist.

Letter Book 547, page 58

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., Aug. 29th, 1881

Rear Admiral John Rodgers, U.S. Navy  
Chairman Light House Board  
Washington, D.C.

Sir:

In reply to the two letters from the Board, of the 26th inst. informing me that it is proposed to appoint Keepers for the new Light stations at Sand Island and on Dunlap's Reef, Wis. I have to say that there are no Keepers or Assistants that I wish transferred or promoted to either of those positions.

Very respectfully

J.C. Watson  
Comdr., U.S.N.  
Inspr. 11th Dist.

Letter Book 547, page 62

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., September 24, 1881

Rear Admiral John Rodgers, U.S. Navy  
Chairman Light House Board  
Washington, D.C.

Sir:

I have to report that during the month of August all the lights on Lake Superior, from Eagle Harbor to, and including Isle Royale, were inspected and supplied, and supplies were also left for the two lights under construction at Sand and Passage Islands.

Coal and wood were furnished to Outer Island...

Very respectfully

J.C. Watson  
Commander, U.S. Navy  
Inspector, 11th Dist.



Letter Book 547, page 410

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., March 11th, 1882

Rear Admiral John Rodgers, U.S. Navy  
Chairman Light House Board  
Washington, D.C.

Sir:

Sand Island, being an isolated Light Station, with no inhabitant except the Keeper and situated eighteen miles from the nearest port town [that] provides a market, from which all supplies must be brought by boat, I have the honor to recommend that an Assistant Keeper be allowed at the station.

Very respectfully,

J.C. Watson  
Comdr. U.S.N.  
Inspr. 11th Dist.

Letter Book 547, page 420

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., March 18th, 1882

Rear Admiral John Rodgers, U.S. Navy  
Chairman Light House Board  
Washington, D.C.

Sir:

I have the honor to acknowledge receipt of the Board's letter of the 16th inst. informing me that an Assistant Keeper is allowed at Sand Island Light, and to state that there is no Keeper whom I wish to transfer to fill the position.

I will inform the Collector of Customs that a nomination for an Assistant Keeper for that station is required.

Very respectfully,

J.C. Watson  
Comdr. U.S.N.  
Inspr. 11th Dist.

Letter Book 547, page 514

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., May 12th, 1882

Chairman Light House Board  
Washington, D.C.

Sir:

I have the honor to recommend the removal of Mr. Alexander Thompson, acting 1st Assistant Keeper at South Manitou Light, for the reason that he is not only incompetent and incapable of managing the fog signal, but that he does not improve and is becoming more and more unwilling to obey the Keeper's orders.

A reference to the Inspection Reports of this station for 1880 and 1881 will show that Mr. Thompson has never been a competent Keeper, and he is probably too old, in his sixty seventh year, to become so.

Should he be removed, I would respectfully recommend the promotion of Mr. Jeremiah Becker, 2d Assistant, to be 1st Assistant Keeper in his place. And should the Board approve this latter recommendation, I will notify the Collector of Customs at grand Haven that a nomination for a 2d Assistant is needed at South Manitou Light.

Very respectfully,

J.C. Watson  
Comdr. U.S.N.  
Inspr. 11th Dist.

Letter Book 547, page 518

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., May 13th, 1882

Chairman Light House Board  
Washington, D.C.

Sir:

In reply to the Board's letter of the 11th instant, requesting my opinion as to the amount of salary that should be allowed the Keeper of the new light at Passage Island, I have to say that I consider \$620.00 for the Keeper and \$400.00 for the Assistant, per annum, to be a fair compensation.

I mention the salary of the Assistant Keeper, as, in my opinion so isolated a station should have two keepers.

In regard to the transfer or promotion of anyone at present in the service, to the Keepership of Passage Island Light, I will inform the Board in a short time whether I have any recommendation to make.

Very respectfully,

J.C. Watson  
Comdr. U.S.N.  
Inspr. 11th Dist.

Letter Book 547, page 530

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., May 18th, 1882

Chairman Light House Board  
Washington, D.C.

Sir:

In reply to the Board's letter of the 11th instant, enclosing Notice to Mariners, No.18 of 1882. I have the honor to state that there is an error in the notice, the light on Passage Island, being described as fixed white instead of fixed red, which latter characteristic was decided upon by the Board at its meeting of March. 7th, 1881 in accordance with my recommendation of Feb. 24th, 1881.

The only other light in the vicinity of Passage Island [is at] Isle Royale (Menagerie Island), distance about twenty seven miles, is a fixed white of the 4th order, and mistakes would probably arise were the characteristics of both lights the same.

Very respectfully,

T.C. Watson  
Comdr. U.S.N.  
Inspr. 11th Dist.

Form No. 73

TRANSFER OR PROMOTION OF LIGHT-KEEPERS

---\*---

Office of Light-House Inspector  
Eleventh L.H. District  
Detroit, Mich. May 19, 1882

Sir:

I have the honor to recommend the promotion of Mr. Jeremiah Becker from the place of Second Assistant Keeper at South Manitou Light, to that of 1st Assistant Keeper at South Manitou Light to date from June 1st, 1882, to be paid at the rate of \$400.00 per annum, the place of Mr. Alexander Thompson, who has been removed.

Very respectfully,

J.C. Watson  
Comdr., U.S.N.  
Light-House Inspector

To the CHAIRMAN OF THE LIGHT-HOUSE BOARD

Letter Book 547, page 580

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., May 29th, 1882

Chairman Light House Board  
Washington, D.C.

Sir:

I have the honor to transmit herewith the resignation of Mr. Lyman F. Sheridan, Keeper of the South Manitou Light, together with the recommendation for the transfer and promotion of Mr. Martin Knudson, 2d Assistant Keeper of Port du Mort Light, to fill the vacancy made by Mr. Sheridan's resignation.

In regard to the request of the South Manitou Keeper, that he may be reimbursed for the money expended by him in making improvements at the station, I would respectfully recommend that the Engineer of the District be authorized to estimate the value of the barn and fences and pay Mr. Sheridan a fair sum for them.

Very respectfully,

J.C. Watson  
Comdr. U.S.N.  
Inspr. 11th Dist.

Form No. 73

TRANSFER OR PROMOTION OF LIGHT-KEEPERS

---\*---

Office of Light-House Inspector  
Eleventh L.H. District  
Detroit, Mich. May 29, 1882

Sir:

I have the honor to recommend the transfer & promotion of Mr. Martin Knudson from the place of 2d Assistant Keeper at Port du Mort Light, to that of Principal Keeper at South Manitou Light to date from June 1st, 1882, to be paid at the rate of \$575.00 per annum, the place of Mr. Lyman F. Sheridan, who has resigned.

Very respectfully,

J.C. Watson  
Comdr., U.S.N.  
Light-House Inspector

To the CHAIRMAN OF THE LIGHT-HOUSE BOARD



Letter Book 547, page 626

Office of Light-House Inspector  
Eleventh District  
Detroit, Mich., June 20th, 1882

Rear Admiral R.H. Wyman  
Chairman of Light House Board  
Washington, D.C.

Sir:

I have the honor to inform the Board that there is no Keeper or Assistant in the District whom I wish to transfer or promote to the Keepership of the new light at Passage Island, Lake Superior, also that I have requested the Collector of Customs to nominate a married man, and one who is a good boatman, to that position.

Very respectfully,

Henry Reamy  
Inspectors Clerk, for

J.C. Watson, Comdr. U.S.N.  
Inspr. 11th Dist.

[Letter Book 547, page 630 is J.C. Watson's annual report for the fiscal year ending June 30th, 1882, pertinent sections follow:]

No. 662 - South Manitou

Very good order. Crib extending out from base of tower needs rebuilding, and new tubes in fog signal No. 1 are required...

No. 752 - Outer Island

In very good order. The bluff is washing away...

No. 760 - Passage Island

A new station. Light to be shown on July 1st...

Letter Book 548, page 2

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., July 9, 1881

Admiral John Rodgers  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following Report of Operations in this district during the month of June 1881...

Sand Island Light Station

Work at this station was commenced on June 6 and at the close of the month all of the materials had been landed at the site of the work: the shanties for the workmen erected and protection cribs eighty feet long, eight feet wide, sunk in eight feet of water and raised \_\_\_\_\_ feet above the water were built. These cribs also form a good harbor for the light keeper's boats. About eight acres of land, thickly wooded, around the site was cleared and the excavation for the cellar begun. All of the dimension stones for the station were quarried and the work of cutting them was commenced on June 27.

Passage Island

All of the materials were landed, the grounds cleared, shanties for workmen erected and a boathouse and a crib for boat landing built...

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer

Letter Book 548, page 38

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., Aug 2d, 1881

Admiral John Rodgers  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to state that I consider it almost as necessary to have a fog signal on Passage Island, Lake Superior, as it is to build a light house.

Fogs are very prevalent there during certain periods of the year. A bell struck by machinery will answer the purpose since the water is so deep in close vicinity to the island.

I have the honor therefore, to request authority to erect such a fog bell at the new station on Passage Island, Lake Superior, Michigan. I enclose estimate of cost.

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer

Letter Book 548, page 38 enclosure

(Form No. 75)

Estimate of the cost of establishing a fog bell at the light station on Passage Island, Lake Superior, Michigan.

	Estimate Price ea.	Amount	Actual Cost Quan. Price Ea. Amount
One 1500 lb. fog bell and striking apparatus complete		805.70	
4 1/2 M ft lumber and timber	\$20	90.00	
1 1/2 M shingles	\$ 3	4.50	
Doors, windows and moldings		5.00	
Hardware, bolts, nuts, and washers		35.00	
Painters materials		10.00	
120 days labor		240.00	
120 days subsistence	\$.70	84.00	
Transportation		140.00	
Contingencies		<u>85.80</u>	
		\$1,500.00	

Letter Book 548, page 66

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., August 23d, 1881

Admiral John Rodgers  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following Report of Operations in this district during the month of July 1881...

Sand Island Lt Station, Wis

The work of cutting building stone was continued: a wood shed was built and the crib timbers for a boat house were prepared and the walls all around were carried as high as the tops of the windows.

Passage Island Lt Station, Mich

A roadway was cut from the site to the harbor: part of the building stone was quarried and the cellar blasted out.

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer

Letter Book 548, page 74

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., August 24, 1881

Admiral John Rodgers  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to request that a keeper be appointed for the new station now being erected on Sand Island, Lake Superior, Wisconsin. It will be ready for lighting on September 25, 1881.

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer

Letter Book 548, page 84

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., August 29, 1881

Admiral John Rodgers  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to transmit herewith for publication draft of Notice to Mariners for the new light station on Sand Island, Lake Superior, Wisconsin.

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer



Letter Book 548, page 84 enclosure

(Form for filling up and transmitting "Notices to Mariners" to L.H. Board)

**NOTICE TO MARINERS**

(No.\_\_\_\_, of 187\_\_)

---\*---

UNITED STATES OF AMERICA - Northern and Northwestern Lakes

---\*---

Sand Island, Lake Superior, Wisconsin  
The most Westerly of the Apostle Group

NOTICE IS HEREBY GIVEN that, on and after September 25, 1881, a light will be shown from the light-house recently erected at Sand Island, Lake Superior, Wisconsin.

The light will be (\*) Fixed White.

The illuminating apparatus is dioptric, of the 4th order, lighting 270 degrees of the horizon.

The focal plane is 37 ft., 4 in. above the ground, and 56 ft. 9 in. above mean low water.

The light should be seen in clear weather, from the deck of a vessel 10 feet above the sea, 15 statute miles.

The structure is (+) a tower rising from one corner of the keeper's dwelling. The tower and dwelling are both built of red sand stone. Lantern painted white.

The approximate position of the light-house, as taken from the Survey Charts, is as follows:

Latitude	47 degrees	0'	9"	North
Longitude	90 degrees	56'	0"	West

Magnetic bearings, and distances of prominent objects, are as follows:

_____	, _____	nautical miles
_____	, _____	nautical miles
_____	, _____	nautical miles
_____		
_____		
_____		

BY ORDER OF THE LIGHT-HOUSE BOARD

**JOSEPH HENRY,**  
Chairman

OFFICE LIGHT-HOUSE BOARD,  
Washington, D.C., \_\_\_\_\_, 187 .

(\*) Here give the characteristic of the light, such as fixed white; fixed red; fixed, varied by red flashes, &c.

(+) Here describe the appearance of the light-house as a day mark; state how the foundation, keeper's dwelling, and lantern are painted; also note any prominent objects in the near vicinity, such as clumps of trees, &c.

Letter Book 548, page 102

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., September 14, 1881

Admiral John Rodgers  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following Report of Operations in this district during the month of August 1881...

Sand Island Lt Station, Wis

The dwelling and tower are up, all lathed and plastered one coat. The station will be completed and ready for lighting on Sep 25.

Passage Island Lt Station, Mich

All the building stone was quarried and all the dimension stone cut...

At Michigan Island plastered and painted three rooms: built a cistern 8' x 8' and 5' deep; connected the pump with the cistern: repaired drain: put locks on doors and refitted same: painted the lantern inside and outside: laid sidewalks from the boat house to the stairs and from the stairs around the dwelling to the outhouse.

At La Pointe rebuilt two chimneys one on the main building and one on the addition: hung and refitted door in the kitchen: put new locks on doors: repaired plastering and painted all new work.

At Raspberry Island built and sunk a crib 12' x 30' and planked it over: laid 340 feet of sidewalk 2 1/2 half feet wide: built front steps: put window in pantry: plastered cistern and part of ceiling of hall: put new locks on doors and fastenings on blinds and painted all new work.

L.H. Tender Warrington

The tender was engaged in transporting workmen and materials for the light stations at Stannard's Rock, Sand Island, and Passage Island, Lake Superior.

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer

Letter Book 548, page 188

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., Oct 20, 1881

Admiral John Rodgers  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following Report of Operations in this district during the month of September 1881...

Sand Island Lt Station, Wis

This station was completed and lighted for the first time on the night of Sept 25, 1881.

Passage Island Lt Station, Mich

All of the stone work of the dwelling and tower was completed, lantern put on and dwelling roofed and partly lathed, when work was suspended for the season...

At Menagerie Island new boat house and ways were built

L.H. Tender Warrington

The tender was engaged in transporting workmen and materials for the light stations at Stannard's Rock, Sand Island, and Passage Island, Lake Superior.

Very respectfully  
Your obdt servant

G. Weitzel  
L.H. Engineer

Letter Book 548, page 306

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., December 7th, 1881

Admiral John Rodgers, U.S.N.  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to state that the 1500 pound bell which was sent to Waugoshance light station, Michigan, for a fog signal last October was originally cast and prepared for Passage Island Lake Superior. It is so arranged that [a] striking apparatus be attached to it. I therefore respectfully request authority to provide it with the apparatus necessary for striking it.

The cost delivered at the station will be about \$400 (say four hundred dollars).

Very respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 548, page 398

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., February 10th, 1882

Admiral John Rodgers, U.S.N.  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to submit the following Report of Operations in this district during the month ending January 31, 1882 under the following appropriations, viz:...

Passage Island Lt Station, Mich.

A fog bell and striking apparatus was received from Boston and stored in the Depot...

Very respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 548, page 420

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., February 15, 1882

Admiral John Rodgers, U.S.N.  
Chairman L.H. Board  
Washington, D.C.

Sir:

I have the honor to state that the wearing away of the high bluff bank on the north side of the light house site on Outer Island, Lake Superior, has become so dangerous that I consider it necessary to do something to stop it.

I therefore respectfully submit herewith a plan and estimate for doing it. It is the method which I have successfully adopted at other places.

As I still have \$16,000 available from the appropriations for "Repairs of Light-houses 1882", I respectfully ask authority to pay for this work from that fund.

Very respectfully

L. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 548, page 420 enclosure

(Form No. 75)

Estimate of cost of cribs for shore protection and a boat-harbor at Outer Island Lt-station, Lake Superior, Wis. with letter of Feby 15, 1882.

	Estimate Price ea.	Amount	Actual Cost Quan.	Price	Ea.
			Amount		
100 M Lumber	15.00	1,500.00			
2000 lbs. 5/8" iron	.03	60.00			
25 kegs nails	4.00	100.00			
240 cords stone	5.00	1,200.00			
150 days carpenters labor	2.25	337.50			
180 days common labor	1.50	270.00			
30 days foreman (1 mo.)		135.00			
360 days subsistence	.65	234.00			
Transportation		<u>163.50</u>			
		\$4,000.00			

Letter Book 548, page 444

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., February 15, 1882

Admiral John Rodgers, U.S.N.  
Chairman L.H. Board  
Washington, D.C.

Sir:

In accordance with the request contained in the Board's letter of February 18, I have the honor to transmit herewith a sketch showing the shore line in front of the Outer Island Light Station, Lake Superior, Wisconsin, at the time it was established.

Very Respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer



Letter Book 548, page 544

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., May 9th, 1882

To the Chairman Light-House Board  
Washington, D.C.

Sir:

I have the honor to inform the Board that the light-house on Passage Island, Lake Superior, Mich. will be ready to light by the first of July 1882, and to request the appointment of a keeper therefor.

Very Respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 548, page 546

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., May 10th, 1882

To the Chairman Light-House Board  
Washington, D.C.

Sir:

I have the honor to transmit herewith the data necessary to the preparation of Notice to Mariners of the establishment of lights and fog-signals at the following places, viz:

Near northerly end of shoal at Stannard Rock, Lake Superior, Mich.,

On the west end of Passage Island, Lake Superior, Mich.

Very respectfully,

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 548, page 546 enclosure

(Form for Engineers in filling up and transmitting  
Notices to Mariners to L.H. Board)

**NOTICE TO MARINERS**

(No.\_\_\_\_, of 187\_\_\_\_)

---\*---

UNITED STATES OF AMERICA - Northern and Northwestern Lakes

---\*---

On the west end of Passage Island, north shore of Lake Superior, Michigan.

NOTICE IS HEREBY GIVEN that, on and after July 1, 1882, a light will be shown from the light-house recently erected at Passage Island, Lake Superior

The light will be (\*) Fixed White.

The illuminating apparatus is dioptric, of the 4th order, lighting 360 degrees of the horizon.

The focal plane is 37 1/2 feet above the ground, and 97 1/2 feet above the lake.

The light should be seen in clear weather, from the deck of a vessel 10 feet above the lake, 17 statute miles.

The structure is (+) a square tower rising from the corner of a keeper's dwelling, both built of gray trap trimmed with red sandstone. The lantern painted white.

The approximate position of the light-house, as taken from the Survey Charts, is as follows:

Latitude	48 degrees	13'	30"	North
Longitude	88 degrees	21'	45"	West

True bearings, and distances of prominent objects, are as follows:

Blakes point, E end Isle Poyale, SW 1/8 W, 3 1/2 statute miles

Point Magnet, north shore, NNW 1/2 W, 15 statute miles

Thunder Cape, north shore, W by N 1/8 N, 27 statute miles

During thick and foggy weather there will be sounded at this station a fog bell giving 2 blows in quick succession at intervals of 30 seconds.

BY ORDER OF THE LIGHT-HOUSE BOARD:

**JOSEPH HENRY,**  
Chairman

OFFICE LIGHT-HOUSE BOARD,

Washington, D.C., \_\_\_\_\_, 187 .

(\*) Here give the characteristic of the light, such as fixed white; fixed red; fixed, varied by red flashes, &c.

(+) Here describe the appearance of the light-house as a day mark; state how the foundation, keeper's dwelling, and lantern are painted; also note any prominent objects in the near vicinity, such as clumps of trees, &c.

Letter Book 548, page 580

Office of Light House Engineer  
Eleventh District  
Detroit, Mich. June 9th, 1882

To the Commissioner of Customs  
Washington, D.C.

Sir:

I have the honor to acknowledge receipt of a letter from your office dated June 3, 1882 (marginal initials W.I.S.) reporting the disallowance of ninety cents on account of an error in my account for "Sand Island Light Station, Wis.", for the 3rd quarter of 1881.

The time of Patrick McGraw, as shown by my retained copy of the pay-roll in question and verified by the time-book of the foreman of the party, was 256 instead of \_\_\_\_\_ [burned] hours, and \$38.40 was the amount actually due and paid to him. The error was undoubtedly made in copying from one sheet to the other of the roll, and is simply a clerical one. I therefore request that the amount disallowed be restored to my credit, or the pay-roll returned for correction.

Very respectfully,

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 548, page 586

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., June 19th, 1882

To the Chairman Light-House Board  
Washington, D.C.

Sir:

In compliance with the request contained in the Boards letter of May 24, 1882, I have the honor to transmit, herewith, an estimate of the cost of sloping the bluff at Outer Island light-station, Wis., and protecting its foot with an enrockment.

The estimate also includes the cost of placing, at the foot of the bluff, large timbers - 4 or 5 in height and 500 feet in length, securely bolted together, with ties running into the bank; the timber to be obtained from the light-house lot.

If it is decided to have the work done this season, and I am notified of the decision early in July, I could arrange to have it done by the same party which will construct the shore protection heretofore authorized, and by so doing effect a considerable saving in the cost.

Very respectfully,

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 548, page 586 enclosure

(Form No. 75)

Estimate of cost of sloping the bluff at Outer Island Lt-station,  
Lake Superior, Wis. and protecting it with an enrockment.

	Estimate Price ea.	Amount	Actual Cost Quan. Price Ea. Amount
1500 lbs 7/8 Round iron	.03	45.00	
150 cords stone	8.00	1,200.00	
70 days carpenter labor	2.50	175.00	
700 days common labor	1.50	1,050.00	
24 days team & driver	5.00	120.00	
45 days foreman	4.50	202.50	
815 days subsistence	.65	530.25	
Transportation		<u>250.00</u>	
		\$3,572.75	

Letter Book 548, page 590

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., June 20, 1882

To the Chairman of the Light House Board  
Washington, D.C.

Sir:

I have the honor to submit the following Report of Operations in this district for the month of May 1882, viz:....

Repairs of Lighthouses 1882

At Menagerie Island, Mich.

The dwelling and tower have been pointed and painted and tower whitewashed. A new floor in the cellar and a plank walk from the dwelling to the boathouse have been laid...

Light House Tender "Warrington"

The tender was engaged in transporting men and materials for Stannard's Rock and Passage Island Lt. Stations, Lake Superior.

Very respectfully,

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 548, page 598

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., June 22nd, 1882

To the Chairman of the Light House Board  
Washington, D.C.

Sir:

I have the honor to transmit herewith, as directed in the Board's letter of May 25, 1882, an estimate of the amounts which will be required for repairs of light-houses in this district during the fiscal year ending June 30, 1883. It is made from memoranda furnished by the Light-House Inspector and reports sent to me by Light-Keepers, and is as much in detail as the data will permit. The repairs and improvements are all said to be necessary. Those which are considered to be immediately urgent are marked thus X.

No detailed estimate of the amounts required for Repairs of Fog signals can be prepared. The repairs are made as accidents occur, or as the machinery is worn out or broken. I estimate that not more than five thousand dollars will be required for such repairs during the year.

Very respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer



Letter Book 548, page 598 enclosure

...South Manitou

Whitewash tower and make repairs to shore protection.

X 625.00

...Big Sable

For a cistern and well, 2 plates of glass for lantern, and whitewashing the tower

X 670.00

...Outer Island

For whitewashing the tower, painting dwelling and putting relief bell in tower

X 425.00

For the construction of shore protection and boat harbor

X 4,000.00

For sloping the bluff and protecting its foot with an enrockment

X 3,572.75

...Total [for all the lighthouses in the 11th District]

\$32,722.75

Letter Book 548, page 630

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., June 30, 1882

To the Chairman of the Light House Board  
Washington, D.C.

Sir:

I have the honor to submit the following Report of Operations in this district during the month ending June 30, 1882, viz:...

Passage Island Lt. Station, Mich.

The light-house tower, keeper's dwelling and fog bell house on the west end of this island were completed on the 30th June...

Light-House Tender Warrington

The tender was engaged in conveying men, materials, etc. from the shore depot [called Stannardville] to Stannard's Rock, and conveying the asst Supt to Outer Island, Bayfield and Ashland and back to Passage Island.

Very respectfully

G. Weitzel  
Major of Engineers, U.S.A.  
L.H. Engineer

Letter Book 548, page 638

Office of Light-House Engineer  
Eleventh District  
Detroit, Mich., June 30, 1882

To the Chairman of the Light House Board  
Washington, D.C.

Sir:

In accordance with the regulations of the Light-House Establishment, I have the honor to submit this, my report of operations in the Eleventh Light House District for the fiscal year ending June 30, 1882.

There are in this district lighthouses  
and lighted beacons. 134...

752 - Outer Island, on the most northerly point of Outer Island (Apostle Group), Lake Superior, Wisconsin

The construction of a shore protection for this station and a boat harbor with pier protection has been begun and is now in progress.

756 - Sand Island, on Sand Island, the most northwesterly of the Apostle Group, Lake Superior, Wisconsin

This station was completed and it was lighted for the first time on the night of September 25, 1881...

760 - Passage Island, Lake Superior, Michigan

This station has been completed and it was lighted for the first time on the night of July 1, 1882. A fog bell struck by machinery was erected here.

#### Fog Signals

At Passage Island, Michigan a 1500 pound fog bell with striking apparatus was erected...

Steam fog signals have been recommended for ... Sand Island and Raspberry Island, Wisconsin...

Very respectfully  
Your obdt servant

G. Weitzel  
Major of Engineers, U.S.A.  
Engr. 11th L.H. District

Letter Book 548, page 638 enclosure

[After the annual report is a 58 page history of the lighthouse on Stanard's Rock. Its numbering corresponds to the new NA page numbers beginning with 342 and ending with 399. The book is restored and in good condition, the pages lay flat and could be copied. I will transcribe just a paragraph from the first page.]

...Before proceeding to give a history of this work, I desire to call attention to the fact that in writing the name of the obstruction in question, two n's have been used. This is wrong.

It was first discovered by Captain Charles C. Stanard, in command of the schooner John Jacob Astor, on his first voyage from Sault Ste. Marie to La Pointe in August 1835, and named after him...

Letter Book 553, page 598

Treasury Department

Office of the Secretary  
Washington, D.C., September 1st, 1881

Chairman of the Light-House Board

Sir:

As recommended in your letter of the 26th Ultimo, a Keeper is hereby authorized for the new light station at Sand Island, Wisconsin, with compensation at the rate of six hundred dollars per annum.

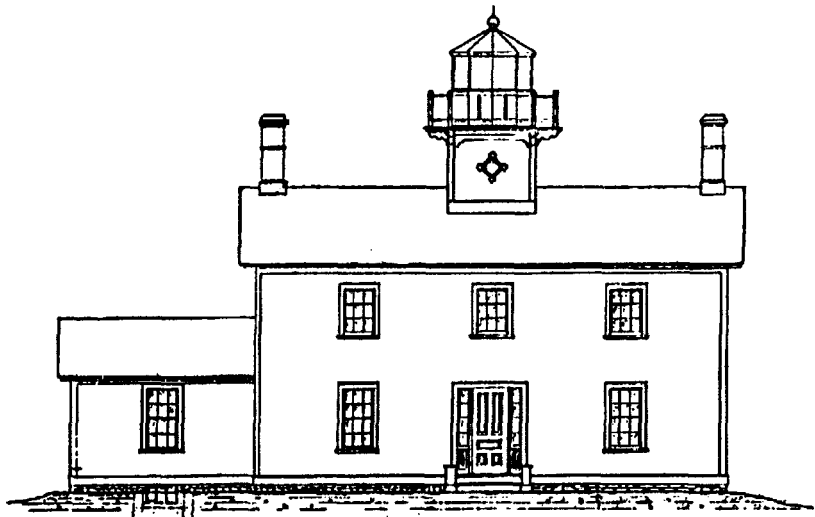
This light station will be placed under the superintendence of the Collector of Customs at Duluth, Minnesota.

Very respectfully,

M. McIndoe [?]  
Secretary



# RASPBERRY ISLAND LIGHTHOUSE HISTORIC STRUCTURE REPORT HISTORICAL DATA SECTION

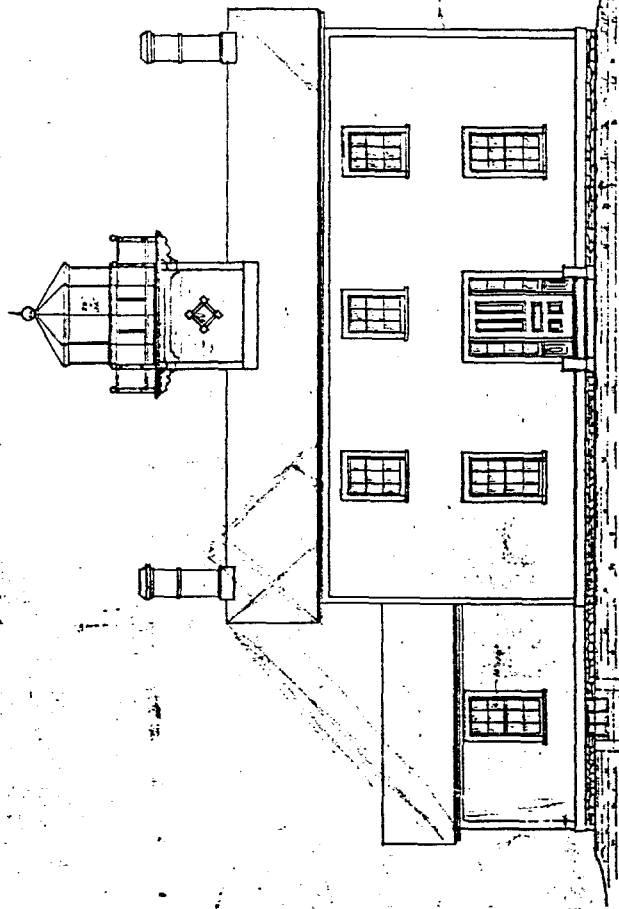


*Front Elevation*

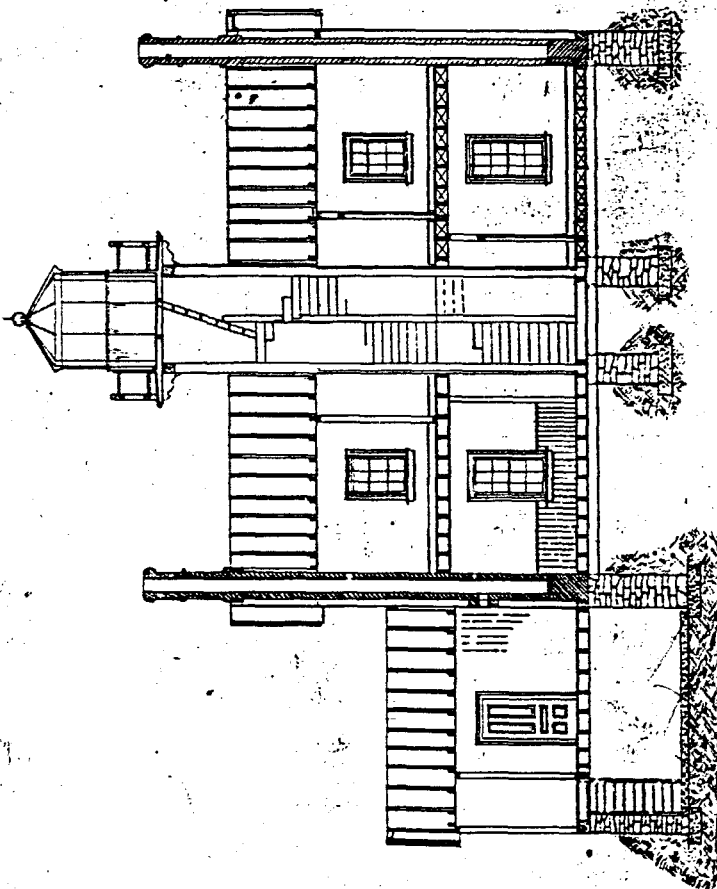
Compiled by David L. Snyder, Park Historian  
Apostle Islands National Lakeshore







Front Elevation



Section

